



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

Oct/Nov 2020

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FOR ALL THE REV HEADS AND OTHERS

DRIVING ALONG THE GUNBARREL HIGHWAY

CELEBRATING 50 YEARS OF THE GS—IN SERBIA

FAREWELL MEPHISTOPHELES, WELCOME PABLO

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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 monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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



BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.

Distance from Bendigo

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599
- Perth 3,316 km

CIT-IN BOOKING DETAILS ON PAGES 16-17

WARNING: Anyone new to hydraulic systems in Citroens are strongly advised to understand the safety protocols before working on the car. This applies especially to ensuring the system is fully depressurised and the car safely supported on stands. CCCV takes no responsibility if an injury occurs.



Welcome to the October / November edition of the CCCV Newsletter. There is optimism in the air around the end of the state of emergency which should have been lifted when you read this message.

The Committee will be working on some "Covid compliant" events so that we can finally get together.

CCCV and CCOCA have decided that a combined Christmas party will not go ahead this year. It is unlikely that we will be able to assemble in large numbers for a party. We will be looking at the best way to celebrate Christmas so that we can end the year on a positive, festive note. We will let you know if circumstances change between now and Christmas.

October is AGM month and although we will be having an online AGM I encourage everyone to attend so that we can launch a new Committee to kick start 2021. If you are thinking about nominating for a position, please contact the current Committee and let us know.

You do not need to fill out the proxy form, rather in your return email please just state that you agree that the president should have your proxy vote. The only business requiring a vote is appointment of committee members and acceptance of the financial statements. If your not attending the on line meeting we would really value you providing this proxy as it ensures that the club can continue to operate in these challenging times



If undeliverable return to:

CCCV PO Box 122
Nunawading Victoria 3131

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I'm looking forward to seeing you and your cars to go over all the improvements you have made to your cars while they have been off the road. I especially want to catch up in person with the enthusiastic new members that I have met online for the first time.

I must thank all the Committee and John Wyers our membership secretary, Tom Grucza our webmaster, our editor Brian James, Club shop wizard Wolfgang Siem and the CPS Secretaries for all their hard work during the last Club year. They have made running the Club a pleasure and for the benefit of all members.

Make sure you get your registration forms in for CIT -IN 20201 which will be a fantastic event.

Kind regards,
Bruno Tonizzo
President CCCV Inc

FRONT PAGE
Part of the Gunbarrel Highway

BACK COVER
And more of it.

*The Newsletter proudly printed by Snap Printing
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berwick@snap.com.au*

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

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



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent to 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: Andrew McKinnon and Karu Hewett, Chris Elias , Don Munro, Michael & Trish Dobson, Brian Cutler and Bruce Mountain. 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 now \$14-00 per litre as at 9/7/20 ([see p/27 for your closest rep](#))

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

Events Calendar		2020	Draft Activities Program	2020
June	18 Club night—Jon Faine		.Aug	16 Daylesford Pub Run
July	16 Club night			18 Club night
	17-18 Bastille Day Federation Sq.			20 Club night
	19 Bastille Day-French Community.		Sep	13 Tech Koo Wee Rup
				17 Club night
			Oct	4 French Car Festival

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

Monthly 1st- Chit-Chat Tuesday Mc Crae Provadore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat. Now operating again as a low key event with social distancing.

For more details on club events contact : Club President.

VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator)

Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.

NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED UNTIL FURTHER NOTICE

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Dave Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			

Forthcoming Club Events

NOTICE OF MEETING

AGM ONLINE

Due to the Coronavirus restrictions, members of the Citroen Car Club of Victoria are advised that our annual AGM this year will be held online. All AGM Documents are on the club website under "Newsletters".

You do not need to fill out the proxy form, rather in your return email please just state that you agree that the president should have your proxy vote.

DATE: OCTOBER THURSDAY 15TH

2020

TIME: 8.00PM

Via Microsoft Teams Meeting. Login details, to be advised by email

Phone number for emergency contact: 0411 869 705

See tour details in the September issue.



POST BENDIGO CIT-IN RUN 2021

Central Victoria and Western District Tour

Monday 5th April to Thursday 15th April

TOURING ROUTE:

From Bendigo with overnight stops in Ballarat, Lorne, Warrnambool, Hamilton, Halls gap and Horsham.

ENTRY FEE:

TBA There may be a small entry fee to cover some included meals, but no bookings have been made to date given the COVID-19 situation. If there is a small fee, participants will be advised, and this will be collected as cash in Bendigo.

ACCOMMODATION/EXPENSES:

All entrants are responsible for booking their accommodation and all other expenses See CCCV Newsletter and FRONTDRIVE for further details.

BOOKINGS:

Available from: Expressions of interest will be taken now.
To brianjamesphotography@bigpond.com. With POSTCI-IN in the subject line.

BOOKINGS CLOSE:

Again, COVID has made planning difficult but adequate forwarding will be sent to all clubs.

ENQUIRIES/EXPRESSION OF INTEREST:

Brian James 0427 534 014 or (03) 9728 5526 – or email above.

Farewell Mephistopheles, Welcome Pablo.

OK, I know I choose weird names for my toys, but we all have a bit of weird in us! Mephistopheles was the name I chose for the 2006 C5 Break that replaced Zaphod the Xantia some years ago. (And I'm not responsible for "Pablo", but being a Picasso I guess it was inevitable.)

I loved the Xantia. He was a fair dinkum green fluid car with the right credentials for a comfortable ride and smooth cruising. He never really gave me trouble, but when his kilometrage (mileage rolls off the tongue easier!) was getting high and I had the care of an elderly Mother to consider, I figured it as time for something a bit newer and (potentially) reliable.



The C5 wagon had been admired every time I wandered past one. The lines are great and, while I distrust too much in the way of electronics in a car, the attraction of being hydro-pneumatic and Hydractive as well was too great to resist. A bit of research seemed to indicate that a series 2 diesel was the one to have. The 6 speed Aisin gearbox was allegedly fairly trouble free if looked after and the turbo diesel bulletproof as long as the particulate filter was given a good fang occasionally.

Mephistopheles had been bought from an auction site by a bloke in Mornington, mainly as a runabout for his wife. It turned out that after he'd invested in such things as new tyres and brake discs, she wasn't really happy with it so he advertised him for sale. We drove him and decided that he was good value and paid over the deposit.

Our relationship didn't start well, however. I picked up the car on a Saturday and was really happy. He was a bit down on power but I figured a good fang up the freeway would sort that out, and anyway I had him booked in for a full service and check over on Thursday. On Monday I headed along another freeway to show his luxury off to my Mum. I was most of the way there when just about every alarm that could go off, did, and we ended up in Mum's driveway in Limp Mode. Since I already had him booked in at Auto Paris I rang Paul to ask if I should be perturbed at the symptoms shown so far. You Bet! Was his response so off went my new pride and joy on a flat bed tow truck. Sure gave the residents of the Retirement Village something to talk about when a large tow truck had to manoeuvre around to get 5 metres of red wagon on board. After a week or so at Paul's House of Gallicness, he was handed back to me with a clean bill of health, and a large bill for services. Turns out that not only was the particulate filter clogged and needing replacement, so was the intercooler. A number of other little niggles were sorted by Paul and his Gurus and suddenly I had all of those 320 Newton Metres of torque under my foot.

So began my love affair with the C5. A vastly underrated car in my opinion. The action of the Hydractive suspension was subtle to the point of being almost undiscernible, yet this huge red barge took corners like the Mini! The self levelling, as always, was a hit, especially when combined with the capacious rear load area. At one stage we bought a new dishwasher. A Minion brought it out to the car on a trolley and was all set to grunt and groan it down into the car when I bade him wait while I hit the switch in the back, matching the level of the load area to his trolley and effortlessly sliding it into the back. The icing on the cake came when he realised I hadn't even had to fold the rear seat up to fit it!

Towing was performed with great aplomb, once again primarily due to the self levelling. Perhaps the most impressive trip I did as a load carrier was to fill the insides with a huge stash of GS parts, and then loading the roof with the overflow. A motor, gearboxes, a bonnet, front panels, trim pieces, rear window and boxes of miscellaneous Stuff were all swallowed up and roped on. While I wasn't game to take it on the highway, I made it home comfortably and nothing came off at all! Perhaps the crowning glory of that trip was stopping off in Hurstbridge to pick up my car trailer from the eldest Son as well. His jaw was on the ground when I drove in looking like a third world taxi covered in luggage!

Sadly, one of the down sides of having a car with high mileage and a climate control system is that the automatic opera-

tion of the air deflectors in the heater box becomes erratic with wear. In my case, one of them seemed to have fallen completely into the box resulting in hot air being delivered in large lumps to the passenger's side all the time. Faced with either fixing it, or having to travel everywhere in Julie's car on hot days, I thought I'd look up how to fix it. Call me a chicken but I drew the line at dismantling the complete dashboard just to replace a cheap bit of plastic buried inside the heater box, so it was time to think about parting company.

By this stage I'd purchased GiSelle the GS, hence the load of GS parts transported, and the towing of her from Frankston to Eltham. I figured that, although I loved having a representative of the last hydraulic suspended cars, as I would have two green fluid cars on the road soon, I could think about replacing the wagon with something as useful, but newer.

About this time was when a Gent in Queensland advertised his 2015 C4 Grand Picasso for sale. Hmm, quoth I, only 55,000 kms and only 5 years old. This could be a good thing. Perhaps I'd better advertise Mephistopheles for sale.

And so it came to pass that a day after I put the C5 wagon up for sale on Aussiefrogs I had not one, but two people interested. By Monday I had negotiated the sale of one and the potential purchase of the other. A gentleman from Queensland, and his Wife, flew down to Melbourne on Thursday. I picked them up from the airport and by the time we arrived at Eltham the sale was a done deal. Some bank transferring done over a cup of tea and they were handed the keys and off they went via a visit to his brother in Corowa.



On the Friday morning Julie and I flew up to Toowoomba where we met Robin and Pablo, the Picasso. A leisurely trip to Robin's place and a test drive, and lunch, later and soon we were doing the bank transfer thing in reverse before heading off southwards in our new Picasso.

Possibly the most relaxed couple of thousand kilometres I've ever spent in a car. The cruising ability of the 2 litre diesel is already established and the refinement between the 2006 model and the 2015 model is quite noticeable. Playing with all the bells and whistles certainly kept us entertained, as did the several gigabytes of music I'd downloaded onto a USB stick before we left.

The huge screen in the centre of the dash is great once you get used to interpreting it. One thing I don't understand, however, is why the designers thought it would be a good thing to allow the driver to upload a series of photos to the screen for display as you drive along? Surely this is not a safety feature!

So far, I'm as happy as a proverbial pig with Pablo. Once I sorted out tyre pressures the ride is only very slightly inferior to the C5. The load space is Amazing, and the option of seven seats will be great for the Grandies down the track a bit. Oh, and the older pair of grandchildren just love the tray tables and window blinds in "their" seats. It's hard to believe the car is overall shorter than the wagon, but has a tiny bit more load space inside! Being sat further forward also enhances the feeling of nippiness as the wheels aren't that far away from one's feet. All in all, I'm looking forward to many years of comfort and style with Pablo.

Ray Potts (Pottsy)



Leonard Beadell [OAM BEM](#) FIEMS (21 April 1923 – 12 May 1995) was a [surveyor](#), road builder, bushman, artist and author, responsible for constructing over 6,000 km (3,700 mi) of roads and opening up isolated desert areas – some 2.5 million square kilometres (970 thousand square miles) – of central [Australia](#) from 1947 to 1963. Born in [West Pennant Hills](#), [New South Wales](#), Beadell is sometimes called "the last true Australian explorer".^[1]

Early life^[edit]

Beadell's paternal grandparents came from England in the mid 1870s. His father Fred Algernon Beadell, was born in Sydney and mother Viola Pearl Mackay was from [Townsville](#). They were married in Townsville in December 1914, and soon moved to the Sydney area. A daughter Phyllis was born in 1917, followed by Len in April 1923. Beadell's primary education began at Gladesville Public School, Ryde in 1928 and continued at Burwood Public School in 1930, both suburbs of Sydney.

At the suggestion of a school friend, Beadell joined the 1st Burwood Scout Troop where he met the scoutmaster John Richmond, who was to have a major influence on Beadell's life. Richmond had served in the army during World War I, and was employed as a draughtsman and surveyor for the Metropolitan Water, Sewerage and Drainage Board in Sydney. During the years 1931 to 1941, Beadell spent most weekends on bush survey trips with other scouts and Richmond, camping and searching for old survey marks. He learnt about the technical aspects of astronomical sightings and how to use a [theodolite](#). In 1938 with a group of six scouts, Richmond took Beadell to [Lord Howe Island](#) where they took star sightings and determined that the mapped position of the island was out by about 10 kilometres (6.2 mi) in latitude.

Beadell finished his formal education at Sydney Grammar School in 1939, and went directly to a temporary surveying position with the water board in northern New South Wales, which had been arranged by Richmond.^[1]

War service^[edit]

At the age of 18 in 1941, Beadell received his call up notice for the army, and was keen to enlist. The service period was specified as the length of the war plus twelve months. His initial service was in the Army Service Corps at [Bathurst, New South Wales](#), where he spent most of the time driving three ton trucks. In February 1942 he went to the 2nd Australian Field Survey Company AIF, and carried out contour surveys for army maps. In October he sailed for [New Guinea](#) with the 8th Field Survey Section, and spent the following 14 months in the jungle of the [Owen Stanley Range](#). Most of 1943 was spent in the [Milne Bay](#) locality and it was here that Beadell developed his artistic skills by watching army artists whose job was to draw maps from information supplied by surveyors. He returned to Sydney in December for a period of leave and further survey work in Queensland. By March 1945 he was back in New Guinea at [Lae](#) with the 3rd Field Survey Company. The company moved by ship to [Wewak](#) where there was a large enemy presence. Their assigned tasks were to map the



coastal area, and build a new airstrip. The strip was completed in August 1945, just as the war came to an end.^[1]

Survey Exploration^[edit]

Towards the middle of 1946, Beadell was asked if he would waive his discharge from the army for a further twelve months, as a new scientific expedition in the [Darwin-Katherine](#) region of the Northern Territory needed a capable surveyor. Beadell wasted no time in accepting the appointment. When that assignment was completed in November, he was asked once more to waive his discharge, as another project was in the making. The British and Australian governments had decided to build a rocket testing range in outback Australia, and Beadell was chosen to locate a suitable site. He accepted the challenge, and began work with a surveying team in the central desert area of [South Australia](#). He chose the site which became known as [Woomera](#) in March 1947. Further work was required to select and survey launching pad sites, the centreline of fire for rockets, and the airfield. The site of the future village was also chosen, allowing for approach paths of the runway and natural drainage.^[2] His discharge from the Army became effective in December 1948. In November 1949 he was asked to rejoin the project, and began further surveying for the Long Range Weapons Establishment in August 1950. A site for the secret testing of a British [atomic bomb](#) was selected by Beadell in 1952, and a road from Mabel Creek to the test site [Emu Field](#) was built by him in March 1953, his first road.^[1]





Gunbarrel Highway[edit]

Beadell's best known road is the [Gunbarrel Highway](#), so named after the [Gunbarrel Road Construction Party](#) ^[1] which was assembled by him; he said he tried whenever possible to make the road as straight as a gunbarrel. The road was built with initial reconnaissance and survey by Len, usually alone, pushing through raw scrub in a [Land Rover](#). He used a theodolite to observe the sun or stars for [latitude](#) and [longitude](#) calculations. Once the line of the road had been decided, a bulldozer followed to cut a raw track, clearing away the [spinifex](#) and [mulga](#) scrub to form a basic level track. This was then graded using a standard road grader.

The Gunbarrel Highway was begun at Victory Downs homestead^[4] which is 316 km (196 mi) by road south of [Alice Springs](#), then pushed west to the [Rawlinson Ranges](#), skirting south of the [Gibson Desert](#), via the mission at [Warburton](#), to connect to an existing road at Carnegie Station. Total distance was about 1,400 km (870 mi). Len's stories of the building of this road are told in the first of his numerous books *Too Long in the Bush*, a reading of which will give some insight into the incredible feat that building this road was. Len suffered near starvation, many mechanical breakdowns, countless punctures and other mishaps, all in searing desert heat, but seemingly took it all in his stride with good humour.

Later Roads[edit]

Beadell's sense of humour was well known, and he referred to many of his roads as "highways". The description stuck, and maps show the subject roads as highways, despite the reality that they have degraded to single lane unsealed tracks through the remote arid areas of central Australia. Following the Gunbarrel Highway, Len built further roads by the same method, naming most of them after his family. The [Connie Sue Highway](#) for his daughter, the [Gary High-](#)

[way](#) and [Gary Junction Road](#) for his son, the [Anne Beadell Highway](#) for his wife and [Jackie Junction](#) for his youngest daughter.^[1] These roads further opened up the inhospitable country, for a variety of purposes. In addition, Beadell chose and surveyed the location for the [Giles Meteorological Station](#) and airstrip (during construction of the Gunbarrel Highway).

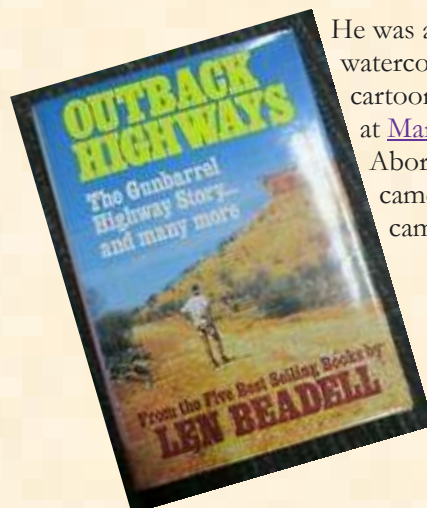
Bush Dentist[edit]

During a break from construction of the Gunbarrel Highway in June 1957, Beadell convinced a visiting dental surgeon at Woomera, Dr Bruce Dunstan, to give him a crash course on tooth extraction. Beadell had prior experience of the trouble that teeth could cause himself and his crew when days or weeks away from city facilities. This instruction and further assistance from an Alice Springs dentist, Ray Meldrum, equipped him with dental supplies and local anaesthetics sufficient for bush work. Beadell carried out his first extraction in March 1958 on Cyril Koch, a cook, during construction of the Gunbarrel Highway. By the time road building was completed in 1963, Len had pulled 29 teeth, joking that he had 29 notches on his forceps.^[1]

Legacy[edit]

Len Beadell marked "astrofixes" along his roads with aluminium plates on which latitude, longitude and other information was stamped. Many of these have sadly been taken as souvenirs; there is a program underway to replace these with replicas. Len's legacy is also to be seen on many standard Australian road maps of central desert areas, showing such things as "Len Beadell's Tree", and "Len Beadell's Burnt Out Truck". [Mount Beadell](#) in Western Australia was formally named after him by the Surveyor General of Western Australia in 1958. There is a stone cairn, memorial plaque, and a replica of his theodolite atop the mountain. ([25°32'09"S 125°16'32"E](#))^[1]

In modern times a newer road, the [Great Central Road](#), has superseded some of Beadell's original tracks by taking a more direct route, made possible with more modern heavy equipment. However, all of Len's original roads still exist, and are popular with hardcore [four wheel drive](#) enthusiasts. They may be difficult to negotiate and require a great deal of preparation. Almost all of them lie in aboriginal lands which require travel permits.



He was a good caricaturist and watercolour artist. He drew cartoons of staff working at [Maralinga](#) and paintings of Aboriginal people who came to the Maralinga camps.

Wikipedia

2CV RESTORATION



"Last year I bought my 2CV from a gentleman called Toni Horne. He lives somewhere on the Victoria/ NSW border. It was built in February 1988 and was probably one of the first to come off the new production line in Portugal.

It had no rust, a few minor dents and had 42,000 miles on the clock. The duco was not uniform with dull worn patches on some panels, but as I said it was still in reasonably good condition.

Toni had been fastidious and taken good care of "Gigi". I've since renamed her "Hulot" after the male character in the Jacques Tati movies. On Dave Rogers' recommendation, I took "Hulot" to Will Cupidon at Tropic Motors, he did a magnificent job restoring the body to its former glory. Thanks Will!

Bobby Macindoe





Tropic Motors



Celebrating 50 Years of the GS — In Serbia



It would pretty hard to get this many GS together in North America, but in Serbia where there is enthusiasm as well as repair facilities still operational today, GS ownership is flourishing.

In 1959, the Yugoslav moped manufacturer Tomos (Tovarna Motorjev Sežana, or Sežana Motorcycle Company), based in Koper, Slovenia entered into a joint venture with Citroën to produce automobiles under license at their Koper plant, and sell them in the Yugoslav market. The import of cars was prohibited so this arrangement allowed Citroën to access the market. Vehicles were imported in 'knockdown kit form', with assembly being performed in Yugoslavia.

In 1972, Tomos, Citroën and Iskra, an automotive components manufacturer, formed a new company called Cimos to manufacture both sub-assemblies and complete cars.

Sales of the first GS started in 1971 and for the first three years Cimos imported complete cars but in 1975 local assembly of the GS Club Berline and GS Special Break (both with 1222 cc engine) began in a new factory in Nova Gorica. Later, the Pallas and GS X versions were added. From 1979, the GS Super version with the 1299 cc engine was available and from 1980, the GA model with the 1299 cc engine was imported.

Cimos sometimes used the twin-headlight fixtures developed for export markets on their base model GSs (because the manufacturer of these lamp units had over produced them) although never on the higher end Pallas model.

A total of around 15,000 GS and 1,500 GSA were assembled in Yugoslavia and there are still "good pick'ins" of GS and GSA to be found in both Slovenia and Serbia to this day.

Witness these photos from August 23, 2020, when a few of the more devoted owners got together to mark its 50 year anniversary:

<http://www.autoslavia.com/pedeset-godina-citroena-gs/>

Citroënie



FOR ALL THE REV HEADS AND OTHERS

The 1936 Stainless Steel Ford

For the hot heads, rev heads, speed heads and any others who are or were interested in motor vehicles. Hope to please all types -

In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed.

Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

This is the 1936 Ford Tudor Sedan built for and owned by Allegheny Ludlum Steel. This is one of only four in existence, and is the only one currently in running and road worthy condition.

The jaw-dropping beauty offered here is one of that tiny production run. The car is in exceptional condition, with the interior and even the frame looking great. All four cars each had over 200,000 miles on them before they removed them from service.

These cars were built for Allegheny as promotional and marketing projects. The top salesmen each year were given the honour of being able to drive them for one year. The V-8 engine (max 85 hp) ran like a sewing machine and was surprisingly smooth and quiet.

The dies were ruined by stamping the stainless car parts, making these the last of these cars ever produced.

The only privately owned example, it won two trophies at the Early V8 Club Auburn 2009 event, first place at the 2009 Hershey AACA event and was nominated for the 2009 AACA Car of the Year.

It was recently restored by Lon Kruger, one of the world's best restorers.

The car utilizes the standard 221/85 HP flathead mated to a 3-speed manual and working Columbia over-drive, and has been driven just 18 miles since its restoration.



No costs were mentioned here!

1936 STAINLESS STEEL FORD



Ed: This article was sent to me by a former flying friend Peter Drew, who was =

<https://www.hemmings.com/stories/article/stainless-sensation-1936-ford-tudor>

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



FORD DELUXE SEDAN

Hemmings



Cit-In 2021

Registration Form

Book	Adults	Under 18
Now until 31 October 2020	\$260	\$130
1 November 2020 – 31 January 2021	\$275	\$137
1 February 2021 – 20 February 2021	\$290	\$145

Kids Under 5 FREE



Payment

Preferred

Direct bank credit to Citroen Car Club of Victoria

BSB: 633 000

A/C: 120 127 907

Please describe the deposit as "Cit-In [Surname]"

Please email this form to

| treasurer@citcarclubvic.org.au

Or post this form to:

| Treasurer | Citroen Car Club of Victoria

| 16 Maxwell St Ashburton VIC 3147

Cheque

Post together with this form at the above address.

Cheque payable to: Citroen Car Club of Victoria

Registration details

Names of Attendees	Fee (see above)	Special Dietary Requirements
Total Remittance	\$	

Please see over for additional information required.

Our preferred accommodation is at -

All Seasons Resort Bendigo www.allseasonsbendigo.com.au 03 5443 8166. Book by phone or email only.

We have reserved rooms here for Cit-In that will be held for us until July 2020 so we need to register ASAP.

Alternatively there is the Big 4 Caravan Park 3 Km away.

PROGRAM LISTED ON PAGE 19

Information required and to display your vehicle

Driver Details	
First Name & Surname	
Mobile number	
Driver License Number	
Email address	
Vehicle Information	
Can be altered closer to the event if needed)	
Model	
Car registration Number	
Year of manufacture	
Colour	



- Driver must hold a valid driver's licence and have it on your person.
- Vehicle must be registered and roadworthy and insured.
- All vehicles are to remain stationary and keys removed in the display area.
- No vehicle can be moved until the all clear that it is safe to commence leaving after 5.30pm. This is a longer than the past but has the advantage of being included in the festival with a big audience for the cars. The festival has plenty of entertainment on the day will make it worthwhile. Transport will be arranged for those who wish to return to their accommodation during the day.

Signature

All enquiries should be addressed to Peter Moloney

treasurer@citcarclubvic.org.au

Note: Some of the above information will be supplied to the Bendigo City Council for the Show and Shine registration. If you have privacy concerns, please advise but this will mean you will not be able to present your car in the show and shine

www.allseasonsbendigo.com.au 03 5443 8166.

BOOK BY PHONE OR EMAIL ONLY AND MENTION CIT-IN TO RECEIVE GROUP RATES.

IF YOU TRY TO BOOK ONLINE IT WILL APPEAR BOOKED OUT OR HIGHER PRICES LISTED.

CITIN 2021 PROGRAM

CIT-IN April 2021

The National CIT-IN April 2021, jointly organised by CCCV and CCOCA, will be held in the beautiful country town of Bendigo. The program and application form have now been posted on the CCCV Website www.citcarclubvic.org.au. As you know there will be a rush for holiday accommodation when the lockdown restrictions are relaxed so you need to book ASAP as our reserved accommodation may only be held until the end of July so please book well in advance. Accommodation is limited so please get in quick. As always, the latest information is on our CCCV website. Here is a sneak preview of the event program.

Friday 2 April

Registration at All Seasons Resort, 171 McIvor Highway, Bendigo 3pm – 6pm
Welcome reception including generous supper 6pm – 10pm

Saturday 3 April

Show & Shine, Bendigo Festival, Catered lunch at the festival
Spit-roast dinner with country theme.

Sunday 4 April

Observation run visiting historic towns in the region, Picnic lunch
Formal dinner at All Seasons Resort.

Monday 5 April

Full buffet breakfast at All Seasons Resort
Farewell

Cost (per person)

Early Bird (before 31/10/20) \$260
Later bookings (01/11/20 – 31/01/21) \$275
Just in Time (01/02/21 – 20/02/21) \$290
Age 5 – 18yrs 50%

You may recall back in April I commenced with my D respray project, luckily I managed to get all the panels to FlashPanels before this latest lock up and happy to inform that Mick, the brilliant master painter, managed to complete the painting part which only left me with the task to put things back together.

It was always my intention to make the car a two tone but would not have thought of this combination, I have to thank Jeff Sabel, classic car enthusiast and fellow SM owner for forwarding this website of a Citroen restorer in Germany....how could I resist the early 1970's **orange..**
<https://www.citroen-ds-manufaktur.com/index.php?lang=en>

The inclusion of the painted mirrors was a bit of an afterthought as I did buy a set of new mirrors but I think it works.

Attached are a few photos, I hope that we all will soon be able to safely socialise ...in the free world.

Lee Scholte.



1977 Citroen GS Pallas

8/2020

For Sale: Citroen GS 1220 Pallas Series 2 1977
Unfinished restoration, complete car
Much loved unfinished project, must sell to repay costs

Recently painted original colour silver

Engine Number 0647072950
New clutch kit fitted
Rebuild Webber carburettor by Wilsons
New fuel pump fitted
Ceramic coated intake manifold and exhaust manifold
Ceramic coated engine cowling
New engine and cam seals fitted
Valve Clearances Checked and Adjusted
New gearbox seals fitted
Engine and Gearbox ready to install
Various new suspension and brake parts ready to fit

Please contact me for various photos

Can arrange delivery at an agreed fee
Car Body Currently at Tropic Motors, Knoxfield
Remaining Parts garaged in Castlemaine

\$6,800 ONLY



Tom Allen
0488 993 447

NOTE: For illustration only.—
NOT ACTUAL CAR.

Pleiades

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We recondition: - Steering racks, Pumps, Spheres, CX steering control units,
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IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE

AUSTRALIA: -

PO Box 834 Childers Qld 4660
Phone/Fax (07) 4126 2502
Mobile: 0427 161 132
email: pleiadesauto@hotmail.com

UK:-

12a Brookside
Sawtry Cambs PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
email: Pleiades.sawtry@gmail.com
www.pleiades.uk.com



For Sale: 1974 1220 GS Club

7/20

Dry stored and on blocks for 18 years this 1220 Gs Club is an excellent candidate for restoration. It appears to be original (it's certainly complete) but it may have had a replacement engine, has a strong valid tub with only a small amount of obvious rust (driver's side C pillar and battery tray), sound sills, doors and boot floor. A few cosmetic dents on various body panels. Engine turns over freely on the starter motor but on last recent attempt at starting it did not fire. The petrol pump was working well, and one plug was removed and found to be very soiled so that may have been the problem, but it could also be related to the condenser or points. The dashboard is in excellent uncracked condition, but the seat coverings have had it, door cards are not bad. Car is located in Turtons Creek (near Foster) and will need to be collected on a trailer, access is good. VIN: GXGB17GB2485. Engine No.: G106120612109262.

Reasonable offer please.

Contact: John Herbert

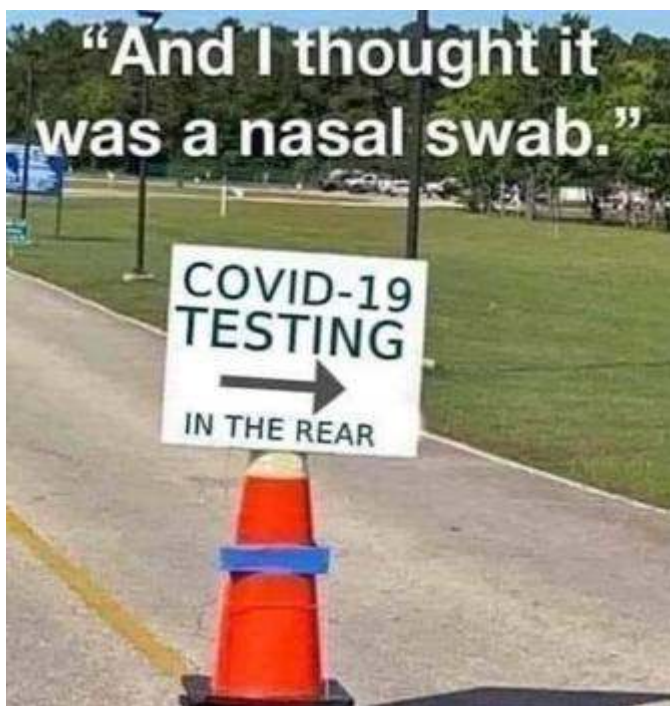
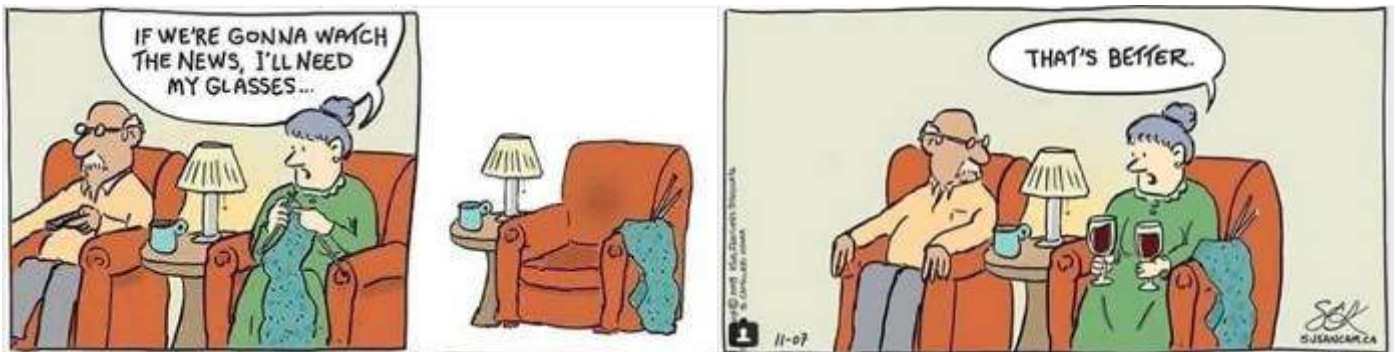
Ph: 03 5681 2242 (the best number to call or leave a message on)

Mb: 0428 858 408 (often not answered due to poor reception)

E: herbj12@gmail.com



And now time to lighten up -



All About Marriage - tongue in cheek!

A young son asked,

'Is it true Dad, that in some parts of Africa a man doesn't know his wife until he marries her?'

Dad replied, 'That happens in every country, son.'

Then there was a woman who said, 'I never knew what real happiness was until I got married, and by then, it was too late.'

At a cocktail party, one woman said to another,

'Aren't you wearing your wedding ring on the wrong finger?'

'Yes, I am. I married the wrong man'

Ed: These and more sent to me by Rob Belcourt.

Sales and Wants



1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
- Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
- A good radiator man to look at where an electric fan was to be mounted with bolts through core
- Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years).
- There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
- About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
- There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
- The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
- When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground

Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

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 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 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.

1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to john@edicustoms.com.au or phoning 0417 733 057



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 C5 2012

08/20

Model: X7 Attraction Sedan 4 dr Spts Auto 6Sp 1.6T (My12)

Kilometres: 41000

Price \$12500

Colour: Noir Perla Nero. Interior: Tan Leather

Engine: 4 Cylinder Petrol Turbo Intercooled 1.6L

Registered to: Jan 2021

Roadworthy Certificate: Yes

Release Date: Feb 2012

Registration : ZHD 390

Vin

No: VF7RD5FVABL548659

History: Owned by my father who no longer can drive, It gets driven approx. once a week and is In perfect working order. A few minor scratch happy to send images if required.



Contact Andrew—0412 482 236

DS Wanted

08/2020

I'm interested in purchasing a DS or DS23.

I am not fussed on the year or trim level but it needs to be in working order and the body needs to be in a reasonable condition.

I don't want a project car.



Contact:

Tony Conroy kerrieone64@yahoo.com.au

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them.

No charge.



Contact Leigh Snell snell@bigpond.net.au or phone 0427 812 945 or (03) 97721810

Phone: (03) 97721810



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LHM SALES *(Strictly Members Only)*

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\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

Mentone	Stephen Maloney	0438 155 797
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

