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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

September 2015

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IN THIS ISSUE

Citroen mulls Mehari revival

DS 3 WRC's at Rally Argentina

Citroën C3 Aircross Lunar Concept

45 Fun Facts About The Citroën Méhari



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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

- 1/ Car owner to complete and provide to CCCV's CPS Secretary (see above for contact details) a **Club Permit Application** (revised edition 31/1/15). Car owner must advise CPS Secretary of compliance or otherwise of any modifications under:
VSI 33 (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised);
VSI 8 (Guide to Modifications for Motor Vehicles), and;
Schedule 2 - Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date).
- 2/ CPS Secretary to sign and handback to owner the above Application once he has (a) ensured owner is a CCCV financial member and (b) reasonably ascertained that the car is safe for on-road use and meets the vehicle category requirements.
- 3/ Owner to keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

Additional requirements to above if it is first time a vehicle is being recorded under CPS.

- 1/ **RWC** to be provided to CPS Secretary along with **Vehicle Eligibility and Standards Declaration for Club Permit Vehicles** (new form) and **Proof of Ownership**.
- 2/ If car has modifications beyond those normally allowed (VSI 8, VSI 33 & Schedule 2), car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**.
- 3/ Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
- 4/ Car owner to provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
- 5/ On completion of registration process, car owner to advise CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by VicRoads. See also <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>



In the immortal words of John McEnroe, “You can’t possibly be serious!” Citroens, built with an eye for fast touring over iffy roads, being pressed into not only circuit racing but hill-climbing? Not going to show up front wheel drive at its best, or our cars’ comparatively modest power-to-weight ratios. As for the 2CV, your grandmother pushing a barrow load of wet cement would be quicker.

Well, not quite. The guest speaker at our last club meeting, Ken Price, competition director of the MG Car Club who run the Rob Roy hillclimb venue, managed to dig up a result in which Peter Damman, driving a Citroen Big 6, won the 1501-3000cc class at Rob Roy, defeating an Austin Atlantic and a Riley Special. That was in 1950.

It gets better. In 1962, when most of us were being dazzled by the other-worldly lines and technology of the DS, 3 ID19s ran in the Armstrong 500 at Phillip Island. Competing in class A (£1251-£2000) they finished 3rd, 5th and 6th behind a Studebaker Lark and a Mk3 Zephyr. Similar creditable results dot the history of Citroen in Australian track motor sport.

Rallying was more the thing for the DS, though. The moral victory of Lucien Bianchi’s DS in the 1969 London to Sydney marathon is burned into our memories as actual victory was denied them by an errant spectator car less than 100km from the finish line.

Of more fond memory is the stellar career of Sebastien Loeb at the wheel of his world rally championship Xzara, and later C4 VTS. Loeb was virtually unbeatable, winning 9 consecutive WRC titles to 2013 and earning a légion d’honneur in the process.

So what has this to do with you and me? Simply, it’s time for us to re-embrace the idea of motor sport as part of our personal and club lives.

Firstly, it takes us back to our club’s roots. In the 1960s,

rallying and attendance at Sandown, Calder and Phillip Island were part of CCCV life. Our first ever event was a treasure hunt. Secondly, it makes us better drivers, improving concentration, decision making, discipline and car control. I was reminded of this while following former V8 supercar driver Neil Crompton for a while as he piloted his HSV Commodore through East Gippsland. It was a display of disciplined, accurate and scrupulously legal driving.

Thirdly, it is fun. Ask CCCV member Wolfgang Siem or his daughter Natalie how enjoyable it is flinging their V6 Xantia and C4 VTS respectively, up Rob Roy. You may even consider one of the regular come-and-try days. Come on, get that inner teenage hoon out of your system!

Meanwhile back at the clubrooms, you’ll need to keep your eye on the club calendar for the next couple of months because the typical rhythm of 1st Wednesday club meeting, 3rd or 4th Sunday run is being overtaken by bigger events. The October and November club nights will be as usual, November being our AGM. The October activities, however, comprise Motorclassica on 24th & 25th, which will feature a CCCV Ds anniversary display, and the DS anniversary run on 2nd to 11th. The main November activity is the French Car Festival on Sunday 1st. This is an unmissable display of beautiful French vehicles dating from new releases back to the 1910s. Ourselves and CCOCA are organizing it this year and an outstanding event is taking shape.

So get your diary and your newsletter together so you don’t miss a thing. .

John Parsons
President CCCV



DISCLAIMER

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

FRONT COVER

45 Fun Facts about the Citroen Mehari.

The Newsletter proudly printed by AVLON PRINTING

1A Viking Crt. Cheltenham North, Victoria 3192

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 you.

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

New Members (Subject to committee approval)..

CCCV welcomes the following new members to our family: Jenni Bull, June Cranmer, Jack and Paul White, Syd and Kal Balachandran. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l. LDS available at club rooms on club nights only at \$25.00 per l.

Events Calendar		2015	Draft Activities Program	2015
Sept	2	Club Night—Buy-Swap-Sell	Oct	7 Club Night —Bush Mechanics?
	11-12-13	Rusty Springs –CCOCA weekend	18	Take your tops off—All convertibles 10-00 AM Stamford Hotel <input type="checkbox"/>
Oct	2-11	Diamond Jubilee of the DS/ID Multi day run from Rutherford Victoria, and concluding at Mittagong NSW.	18	Mossgreen Car Auction 935 High St Armadale <input type="checkbox"/>
		For more details on club events contact John Dorgan on 0437 289 084	23-25	Motorclassica Royal Exhib Build. <input type="checkbox"/>
			Nov	1 French Car Festival Como Park Sth. Yarra
			4	Club Night AGM Note change
			22	Festival of Cars RACV at <input type="checkbox"/> Cruden Farm, Langwarren.
			Dec	2 Club Night TBA
Monthly 1st- <u>Chit-Chat Tuesday</u> Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am CCOCA & CCCV event for coffee & chat.				
Denotes a Non CCV sponsored event. <input type="checkbox"/>				

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

September 2 Club Night—Buy Swap & Sell.

Bring along models, collectables, parts, memorabilia, books etc for a buy, swap and sell night in the clubrooms. This is not an auction. Just find a space to display your stuff, put a price on it and start negotiating. Bring your wallets and loose change because there are bound to be bargains. Table space is limited so be prepared to share the space. If you have large items eg a set of wheels to sell display one and leave the others in your car. Parts must be clean. No garage junk please.

Rooms open at 7.30pm for 8.00pm start.



September 11,12,13 CCOCA weekend to RUSTY SPRINGS

28 Hovell St, Avenel VIC 3664, Australia == CONFIRMED == **Bed & Breakfast Accommodation**

This is a weekend for doing as little or as much as you want.

Rusty Spring provides uniquely themed accommodation that consists of 16 ensuite rooms in a converted barn. There is also a cottage plus room to bring your caravan or tent. It is situated in the historical Ned Kelly district and has many wineries that we will have the opportunity to visit in the Rusty Springs bus, driven by Kim the owner.

Cost of camping for tent or campervan is \$15, shower and toilet are close by. To secure your room or camp site, EFT your deposit to Kim, the owner manager via:

BSB: 083-894

Acc: 74 3117293

Name: Rusty Springs

Reference: Your Surname.

Follow this transaction up with an email to Kim at: benmore2@bigpond.com



October 7 Club Night

What could it be?



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

23-25 OCTOBER > 2015 ROYAL EXHIBITION BUILDING MELBOURNE



MEMBERS:

The New Club Website is now online .

Visit the site at citcarclubvic.org.au





Citroen Car Club of Victoria Inc.

Profit & Loss [With Last Year]

July 2014 through June 2015

16/07/2015

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	This Year	Last Year
Income		
Subscriptions Received	10,535.00	9,165.00
Advertising Income	3,175.00	3,140.00
Events Income	3,700.00	10.00
Club Shop Sales	287.00	925.60
CHM Sales	1,820.00	1,919.00
Sphere Regassing	225.00	500.00
Sundry Receipts	330.00	59.00
Donations Received	50.00	252.00
Name Badges Sales	39.00	59.00
Auction Night Revenue	85.60	55.00
Cit-In Receipts	0.00	50,647.50
Total Income	20,246.60	66,732.10
Cost of Goods Sold		
Cost of Goods Sold	1,490.04	1,976.85
Total Cost of Goods Sold	1,490.04	1,976.85
Gross Profit	18,756.56	64,755.25
Expenses		
Newsletter Expenditure	10,906.24	8,497.59
Administration Expenses	53.00	126.50
Sphere Regass Expenses	222.00	207.00
Membership Expenses	2,150.35	1,620.50
Sundry Expenses	125.17	560.67
Bank Fees	795.96	1,550.58
Depreciation	766.49	898.90
P.O. Box Rental Fees	115.00	0.00
Events Expenditure	5,185.58	1,367.00
Dues & Subscriptions	200.00	200.00
Insurance	360.00	391.31
Accounting & Legal Fees	0.00	-894.94
Postage	8.85	57.70
Hall Rent	970.90	921.80
Cit-In 2014 Expenses	0.00	51,805.82
Total Expenses	21,859.54	68,210.43
Operating Profit	-3,102.98	-3,455.18
Other Income		
Interest Income	465.23	683.54
Total Other Income	465.23	683.54
Other Expenses		
Net Profit / (Loss)	-2,637.75	-2,771.64

CCCV AGM 4th NOVEMBER 2015 AMRA
Clubrooms 92 Wills St. Glen Iris 8PM

Citroen Car Club of Victoria Inc.

Balance Sheet [Last Year Analysis]

13th Period 2015

16/07/2015
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	This Year	Last Year	\$ Difference
Assets			
Current Assets			
Cash On Hand			
Operating Account	2,388	4,331	-1,943
Cl-In 2014	0	6	-6
Club Shop Cash on Hand	148	295	-146
Term Deposit 2501	5,682	5,493	190
Term Deposit 2502	8,020	7,745	276
Total Cash On Hand	16,239	17,868	-1,630
Trade Debtors	0	180	-180
Pre-Payments	110	0	110
Inventory			
Club Shop Inventory	1,310	1,412	-101
LHM Inventory	1,683	1,272	411
Total Current Assets	19,342	20,732	-1,390
Other Assets			
Security Deposit	200	0	200
Total Other Assets	200	0	200
Property & Equipment			
Equipment			
Equipment at Cost	16,435	16,305	130
Equipment Accum Dep'n	-13,606	-12,903	-703
Total Equipment	2,829	3,402	-573
Total Property & Equipment	2,829	3,402	-573
Total Assets	22,370	24,133	-1,763
Liabilities			
Current Liabilities			
Accruals	880	5	875
Total Current Liabilities	880	5	875
Total Liabilities	880	5	875
Net Assets	21,490	24,128	-2,638
Equity			
Member's Equity			
Members' Capital	23,301	23,301	0
Total Member's Equity	23,301	23,301	0
Retained Earnings	827	3,599	-2,772
Current Year Earnings	-2,638	-2,772	134
Total Equity	21,490	24,128	-2,638



MG Car Club of Victoria



27 September 2015 Come and Try Day [MGCC]

For novice drivers interested in hill climbing

Other sub reg is car racing helmet and metal bracket fixing extinguisher either in the boot or under passenger front seat. I can forward the one off cams licence form for the day price \$25.00 as Ken discussed at the meeting. Robert Bel court <truocleb306@gmail.com>

Further details on the MG Car Club website below.

<http://www.mgcc.com.au/competition/index.shtml>



Story told to Bob Meehan by Noel Hains

Way back in 1968-69, Victor Company, New Zealand infantry were attached to 4 RAR. While on operations near the Courtney Rubber Plantation in the north of Phuoc Tuy Province, South Vietnam, a Forward scout saw something that didn't look right in the thick scrub in front of him..... A section of their fines moved forward to discover an old French Citroën car. As the photos show they dragged it clear of the undergrowth ...

.Please NOTE!!! The number plate.....and bullet holes. repaired and painted it.....they were instructed to get rid of it as it was not military issued.....not to be out-done by the authorities, some red and white paint mixed together, they painted it PINK and then donated it to Sister Pam Terry (Nurse) of the RNZNC to be used by them to drive around Vung Tau.....This was then passed on to each of the Aussie and Kiwi nurses over that following years.....





After taking it back to Nui Dat.....a little mechanical work and a new paint job...they had it up and running.....



But alas, it was not of military issue...They were told to get rid of it...not to be out-done by the authorities they came up with a plan..(Don't we all ???) . So with a tin of red paint and a tin of white paint.....they re-painted it PINK.

With bullet holes still visible, they donated the vehicle to Sister Pam Terry of the RNZNC for her Kiwi nurses and the Aussie nurses down at Vung Tau to get around in.....



Citroen Commercial Vehicles

Citroen have long built commercial vehicles, and continue to do so to this day. Over the years, the van range has covered a wide range of sizes and purposes - some based directly on cars, others not. This article does not describe those models most obviously closely related to the cars, as those are covered on the pages describing those cars.

RWD - *Pre-war*

In the 1920s & 1930s, the designs were largely a matter of a different body and, where necessary, scaling up the RWD car chassis. As well as vans, trucks and buses were produced - with the Citroen company using their own buses to run one of the largest bus services in Europe for many years. As the car designs became more sophisticated, especially with the launch of the Traction Avant, differentiation started to set in but the basic family of RWD vehicles with designs traceable to before the war remained in production until the 1950s.



TUB - 1939-1941

The TUB - Traction Utilitaire Type B - was based upon the mechanical layout of the Traction Avant, but with a body remarkably modern in layout, including what is understood to be the first sliding side door on a commercial vehicle. It was short-lived, due to factors outside Citroen's control, being launched in 1939. Production continued until 1941, with around 1,800 vans being produced (poor records were kept after 1940, when France fell under occupation). As well as the 850kg payload, 7cv (1628cc) engined TUB, there was an 1100kg payload, 11cv (1911cc)

version, the TUC. However, it is the name of the smaller van which has stuck to describe the entire range.

H-van - 1947-1981

The H-van is described in more detail [in a separate article](#).

"Belphegor" 350-850 série N & P - 1965-1972

The Belphegor. Truly unique. Take a fairly conventional range of RWD truck chassis (including 4x4 and articulated versions), covering the 3.5t to 8t weight range, add the high-pressure zero-pedal travel hydraulic brake circuit from the DS, and a very unusual cab styled by Flaminio Bertoni (the Italian sculptor responsible for the Traction, Ami 6 & DS amongst others). The Belphegor was never officially known as such - the badging was strictly functional, related to the GVW of the truck - the familiar name was adopted from a popular TV series of the time about a phantom who haunted the Louvre museum...



K (Berliet K) - 1969-1975



The last "proper truck" from Citroën, and the last RWD Citroën, the K was a Berliet through-and-through. Citroën bought Berliet in 1967, and the K (available with a Berliet badge, a Citroën badge, or for two years with Citroën-Berliet badging, but otherwise identical) was merely an update of Berliet's existing smaller truck chassis with a forward-control cab very similar to the engine-first Stradaïr range of larger trucks, released in 1965. The K left Citroën with the rest of Berliet in 1975, to join with Saviem and form Renault Vehicule Industriel

C35 (Fiat 242) - 1974-1992

A strictly conventional large van, larger and more capable than the H-van, which was starting to badly show its age by the time the C35 joined it in Citroën's range. Developed jointly with Fiat during the period a full makeover by the Italians looked Citroën's most likely future, the C35 (and smaller-engined C32) was built in Italy, although production was outsourced to Chausson in France late in the life of the model.



C25 (Peugeot J5, Talbot Express, Fiat Ducato, Alfa Romeo AR6) - 1981-1993



The first larger Citroën van to officially be sold in the UK, the C25 replaced the H-van and squarely took on the ubiquitous Ford Transit. The C25 became a common sight in the UK, and although the van versions have all but died out now, the transverse-FWD layout at a time when most rivals were RWD meant that motorhome conversions were popular. Bearing several different marques over the years - the UK was the only country to have the Talbot badge, whilst we didn't see the Peugeot or (Italy-only) Alfa badges, the C25 was also the first product from the Sevel joint venture, established to continue the links between PSA and Fiat.

Jumper/Relay I (Peugeot Boxer, Fiat Ducato) - 1993-2006

The replacement for the C25 grew a bit in size, and gained a name instead of a number. There must have been some strange expressions in Slough when the name - Jumper - was first announced, so the UK announcement saw a change of badge - although why it was replaced with a name inextricably connected to a breakdown recovery service was felt appropriate is another question.

If the C25 had been a great introduction for the marque to the UK commercial vehicle market, the replacement was an even better introduction for the Peugeot brand, putting the final nail in the coffin of the last remaining Rootes brand.



→ P 20

How To Keep Your Car Running In The Australian Outback

Benjamin Preston Filed to: [Parking Lot Mechanic](#)

Many people would look at a rusted out '62 Holden EJ wagon missing a bunch of parts and decide it would probably take a major restoration project to get the thing on the road again. [Not the Bush Mechanics](#). Crappy beater or no, it's go time.

This Aboriginal rock band has a magic mechanic (at least that's what I got from watching one of their videos) who conveniently appears when they break their nearly dead station wagon on the Central Australian Outback's horrible roads. He always has a way they can repair their car with sticks and stones so that they can make it to their next gig.

Hipster bands driving junky Econolines up and down the Jersey Turnpike don't hold a candle to this level of dedication.

Also, why any non-Christian would be even remotely interested in or worried by a review of a movie...

[Read more](#)

Warning: We were warned by some Australian guy to include the following warning, which is part of an [Australian regulation](#) aimed at respecting Aboriginal customs (we're ok with doing that): "Use caution viewing this film, as it may contain images or voices of dead persons." There. Don't say you haven't been warned.

But when the roads get tough, the tough use tree branches and baling wire to fix rusted through parts well enough to keep the band and its gear moving. These guys are real magicians, and can make something out of *nothing*. No tools. No worries, mate. They have a stupidly simple solution for every problem. One guy even uses his teeth as a can opener. These guys are [real Parking Lot Mechanics](#). I'm substandard.

Here's a list of some of the awesome trail repairs [the Bush Mechanics](#) have made.

- A leaf spring broke on one end, so they jammed a log between the spring and its shackle and tied the whole thing up with a crap load of bailing wire. The car was lopsided and dog-tracked its way drunkenly down the road, but it still rolled, and that's what's important.
- When the clutch goes, most people are ready to throw in the towel. Not the bush mechanics. They scrounged around in a thicket and found some tree with good friction and wear properties. Using an axe to grab a few chips of it, they screwed some pieces onto the clutch plate and actually revived it.
- A dead battery can be a real drag, especially if

you're in the middle of the Australian Outback and there's no one around to give you a jumpstart. Did you know that putting your lifeless battery on top of a smouldering fire will bring it back to life? Neither did I (and it sounds like a good way to spill toxic battery acid all over the ground), but apparently it works.

- When the battery is completely dead, don't chuck it out. You can use the lead inside to plug a leaky radiator. The Bush Mechanics had a hole in their radiator, so using their keys to unscrew the hose clamps, they pulled out the radiator, smashed open an old battery with a rock, and melted the lead plates inside in one of the car's hubcaps. They didn't have any extra water, so they filled the radiator by blowing into a tube on the windshield washer tank and filling the radiator with washer fluid.

- At one point during their journey, the transmission cross-member fell out. Sounds like lights out, but these guys took a hatchet, bashed holes in the floorboards. Then they used the hatchet to cut down a small tree and tied it to the bottom of the car, through the hatchet gashes, with bailing wire. On the road again.

Carrying a couple of hundred pounds of sound equipment on the roof will damage a good car, but do that in a rusted out hulk on really bumpy roads and, well ... they completely crushed the roof of their car. Again, no worries, mate. The ol' hatchet'll do 'er up right. That is to say, they hacked off the roof with a hatchet, turned it upside down, and dragged their crap in it like a tow-behind sled.

It goes without saying that every episode features a different car, and they're all pretty awesome Aussie models from the '60s and '70s. They're not into collecting; their jam is simply *getting there*. Usually anticipating an upcoming gig in some dusty town, they're always in a hurry to get the car fixed so they can get on the road. That doesn't mean that they don't occasionally stop to help out a friend in need.

So if you like junk porn and the ultimate DIY tutorial, you'll get some fun repair ideas from the Bush Mechanics. The series came out in 2001, and there are only four episodes and a documentary. But as you will see (or have already seen), it's brilliant.

I wonder what the Bush Mechanics are up to these days. Taking a road trip with them would be amazing. Springs from the U.S., I'd hop on the next flight. These guys need another Parking Lot Mechanic.

Stop Being A Coward And Fix Your Own Damn Car

Benjamin Preston Filed to: [Parking Lot Mechanic](#)

First, let me disabuse people of the lamest excuse people use for not doing their own work:

YOU DON'T NEED A GARAGE TO WORK ON A CAR.

I've fixed my own stuff in the weirdest places: in the street in front of my parents' house, the college dorm parking lot, the concrete slab behind a rented house, an apartment complex parking space, the parking lot next to a newspaper I worked for, I've even slid beneath my car amidst snow, mud and small cacti. Only once have I ever been able to afford a place with a garage (my jalopy collection spiked accordingly over that year), so most of my wrenching has been done in places where my mildly disgusted, non-mechanic neighbours have been likely to walk by, wondering what kind of redneck would gut his transmission in a parking lot.

Me, that's who,. And you can, too. Like most people, I don't have a lift, air tools, or a loaner car to get me to and from the parts store in the middle of a repair. But I have hand tools, J.B. Weld, zip ties, and a penchant for non-conventional solutions to tricky problems (i.e. fabricating fixes with beer cans and salvage yard parts). I've decided to buck the have-other-people-do-everything-for-you tradition adopted by so many of my suburbs-raised, middle class counterparts and git 'er done.

Those who already dabble in parking lot auto repair, you know who you are. To the rest I say, join us! Even computer controlled cars are still machines, and things break. Doing your own repairs is a good way to connect with and understand your ride instead of just turning it on and sitting in it. You'll know it sounds and smells; tune in with every minute vibration.

Even if it doesn't save time, fixing things yourself saves you money and you'll appreciate driving your heap more once you get the thing put back together (unless you screw something up). Until you've taken the time to stare a problem down until you figure it out (because you're not going to surrender and call a tow truck, *are you?*), or indulged in the soul-enriching practice of unleashing a string of profanity upon a recalcitrant car part, you haven't really lived.

Otherwise you'll be confined to interconnected urban bubbles, and that's no fun. How else are you going to see the world's largest ball of twine, some weird beef jerky stand in the middle of nowhere, or Ron Paul's (unofficial) revolutionary headquarters? Plus, owning your own car is still cool. There's nothing quite like driving your own heap around. It can be unique, it can be an expression of your individuality, and if you fix it yourself, you'll feel as if you have a reason for its being.

To get in on this basic parking lot wrenching, you'll need a few basic tools, of course:

- combination wrenches (standard, metric, or both, depending upon what kind of car you have)
- screwdrivers (flathead and Phillips, various sizes)
- pliers
- a socket set
- a breaker bar and pry bars
- some sort of *reliable* jack and jack stands (or concrete blocks) and/or ramps
- Vize-grips or locking pliers
- penetrating oil
- rags
- a fire extinguisher
- a bicycle and a big, sturdy backpack (or a girlfriend/roommate's car) for mid-repair parts runs (because there's nothing funnier than being that guy riding a bicycle down main street with a radiator tucked under your arm).
- access to a junkyard
- a not-too-distant source of cold beer

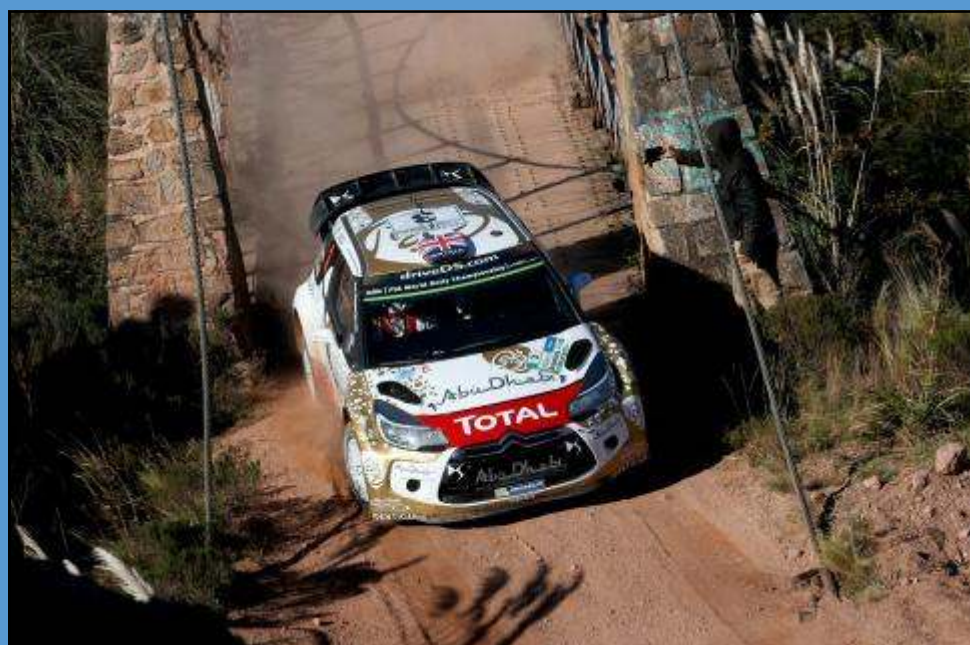
There you have it. To the DIY newbie's, welcome. Don't do anything stupid like catch your car on fire or drop it on your foot/fingers/head. Everyone else, listen up, maybe we can come up with a creative new use for duct tape and zip ties. Happy wrenching!



JALOPNIK



One-Two finish



The Citroen Total Abu Dhabi World Rally Team has claimed a one-two finish in Carlos Paz, marking Citroen Racing's tenth win at Rally Argentina. It was the team's 29th one-two finish in the World Rally Championship and the first such result achieved by the current driver line-up, Kris Meeke/Paul Nagle and Mads Østberg/Jonas Andersson. Leaders from the second stage until the end, Kris Meeke and Paul Nagle are celebrating their maiden WRC win, whilst Mads Østberg and Jonas Andersson now hold second place in the World Championship standings.

Citroen Racing really does love Rally Argentina. The French team has now won ten of its last eleven appearances in Carlos Paz. This victory, built from the outset by Kris Meeke, has been the perfect way to launch the DS brand in South America.

Having already set the joint fastest time in Wednesday's shakedown, Kris Meeke and Paul Nagle only missed out on winning the first stage by 0.2 seconds. Grabbing the lead after the treacherous SS2, the Citroen DS 3 WRC crew controlled the pace perfectly from the front on what is an incredibly difficult event.

Kris Meeke maintained his lead to the 2004 World Championship. In doing so he became the first driver since Colin McRae prevailed in 1995 to become 74th driver to win a World Championship. A successful Briton, after the late Colin and Roger Clarke (1). Paul Nagle is the first WRC round after Ronan McNamee to become 94th WRC win and their 29th one-t

As in Mexico, Mads Østberg and Jonne Mäkinen were the only two drivers to score points as runners-up. After four rounds, Østberg was second in the World Championship and Mäkinen was fourth. The only driver to score a point in the Power Stage was Mäkinen.

Thanks to the maximum points scored by the Abu Dhabi World Rally Team, the Abu Dhabi World Rally Team's Manufacturers' standings.

for Citroen DS 3 WRC's at Rally Argentina



Quotes:

Kris Meeke: "Everything was fine until we got to the end of the last stage. Once we had crossed the line, I was overcome with emotions. It'll take time for it to really sink in. I didn't start the rally aiming to fight for the win. I just wanted to have an error-free rally. The seven-week break really helped me. From the shakedown onwards, I felt full of confidence. It was a really difficult race but the DS 3 WRC is a solid and reliable car. All the other guys had problems and we secured a one-two finish. Mads had a fantastic rally as well. I have to thank Yves Matton, who believed in me. He gave me a great opportunity and he has been supportive throughout. This is just the first step in me thanking him for that support. I hope there will be others. This one is for Colin McRae."

At the end to take his first ever win in the WRC, he claimed the first win by a British driver at the 2002 Safari Rally. Kris becomes the youngest champion in the WRC and the fourth most successful in the championship rally and the fourth most successful in the WRC. Only the second Irish co-driver to win a WRC rally in 1989. For Citroen Racing, this is their first WRC win, both of which are new records.

At the end of the 2015 season, they now lie 1st in the standings, having also secured a bonus

Secured in this one-two finish, the Citroen Team now holds second place in the

Next up is Rally de Portugal on 21-24 May. The base for this season's event moves to Matosinhos, to the north of Porto, but will still be held on gravel surfaces.

Quotes.

Yves Matton (Citroen Racing Team Principal): "This tenth win in Argentina goes way beyond the goals we had set. We haven't had a one-two finish in the WRC since 2012 and our last win goes back to a little over a year ago. Argentina has been a happy hunting ground for Citroen Racing for years, in rallying and in track racing. Our strength has been the reliability of the DS 3 WRCs. This year's Rally Argentina was exceptionally difficult and our drivers managed the race with a lot of intelligence."



Citroën C3 Aircross Lunar Concept Revealed in Brazil

You may or may not be aware that Citroën sells a crossover version of the C3 Picasso in Brazil called C3 Aircross.

For this year's Sao Paulo Auto Show, the French carmaker thought about spicing things up and unveiled the C3 Aircross Lunar concept, of which we don't know much about. Citroën only said the study was developed by the brand's Brazilian styling team and that it may anticipate the local market's future trends.

What we can see is that the C3 Aircross Lunar features an even higher ground clearance and off-road accessories such as the tyres, beefier bumpers and two big roof luggage boxes. The study also features lightly revised light units, side air bumps, tinted windows and blue accents. At the rear, the spare wheel has been replaced by a mysterious box.



Citroen mulls Mehari revival to add fun to the brand

Nick Gibbs Automotive News Europe June 16, 2015 06:01 CET



The Mehari was popular as a utility car.

BIRMINGHAM, England -- Citroen is considering a revival of its iconic Mehari lightweight utility car to help give the brand a “fun” image, CEO Linda Jackson said.

Citroen built 150,000 units of the open-sided, canvas-roofed Mehari between 1968 and 1987. The car had a diverse customer base. It was used as a beach buggy by holidaymakers and by farmers to get around their fields. Its thermoplastic body also made it light enough for the French army to drop the car attached to a parachute from an airplane.

Jackson said Citroen’s new brand positioning is about selling cars that are fun and give people a happy feeling. “Maybe there is a place for the Mehari. It’s something we are considering,” Jackson told the Automotive News Europe Congress here on June 10.

PSA/Peugeot-Citroen CEO Carlos Tavares wants to reduce the number of cars sold by the company as part of his turnaround strategy for the automaker. His Back in the Race business plan includes reducing the Citroen line-up to seven core models by 2022, down from 14 now.

Jackson said the future core models would be “silhouettes” from which different variants could be produced so a modern Mehari could be developed as a variant of a future subcompact car.

The Mehari was based on the 2CV, another Citroen car that has iconic status. Jackson said the 2CV will not be revived. “The 2CV had its day,” she said, “but that’s not now.”



The Mehari was used as a beach buggy by holidaymakers.



45 Fun Facts About The Citroën Méhari

Citroën's funky little off-roader celebrates its 45th birthday this week, and while this picture says it all, it's worth to look at the fun side of this rolling death-trap we would all love to have.

Fun facts about the Citroën Méhari:

- 1: You need not less than two special characters to write down its name properly.
- 2: Still, at its launch in 1968, its full name was Diane 6 Méhari.
- 3: It had ABS, but that stood for Acrylonitrile butadiene styrene, the material used for the body panels.
- 4: Two beige paints were offered. *Beige Kalahari* until 1977, *Beige Hoggar* onwards.
- 5: Still, you want it in *Vert Tibesti*.
- 6: *Orange Kirghiz* was also awesome.
- 7: The guy who created it was called Roland de La Poype. Apparently, he was a fighter ace during World War II.

11: It was a medical vehicle at the 1980 Paris-Dakar Rally. Oh boy.

12: Brave chaps entered the Liège-Dakar-Liège rally in 1969, the Paris-Kabul-Paris rally in 1970 and the Paris-Persepolis-Paris rally in 1971 with Méharis.

13: They did not win.

14: The French army put 24V electrical system in them, and threw Méharis off airplanes for combat duty.

15: The Méhari name comes from the toughest Sahara camels out there.

16: They sold more than 150,000.

17: The Renault Rodeo had nothing on the Méhari.

18: The suspension came from the Citroën 2CV, the Rolls-Royce of French peasants.

19: It weights 1,300 pounds. Much less than my Autobianchi A112.



8: It uses a tubular frame, just like a Countach.

9: The Méhari Azur was produced in white with blue doors, grille, canvas roof and headlamp surrounds, plus white and blue striped seats. That late version is the rarest.

10: The only colour remaining in production for the entire run was the dark green *Vert Montana*.



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20: 29 horsepower deal with that from a 602 cc flat-two.

21: McLaren F1 boss Martin Whitmarsh has one.

22: You could get it with four-wheel drive from 1980-83.

23: The Méhari has no seat belts.

24: You could catch one in the 1971 Charlton Heston movie *The Omega Man*.

25: Sold as a truck, only 214 made it to the US in 1970.

36: The windscreen can be folded down onto the bonnet.

37: Citroën had fantastic print advertisements at the time:

38: No, it couldn't take an elephant.

39: The 1967 prototype was made using an 2CV Furgoneta chassis and cardboard.

40: In 1974, the steering wheel got brown from gray.

41: The optional plastic hard top almost made it waterproof.

42: Peugeot launched its flagship 504 against the Méhari at the 1968 Paris Motor Show.

43: You have to use a very slow shutter speed to make it look fast:



26: Children love it

27: The Méhari Beach was a special edition only for Spain. French surfers had to use a regular one.

28: The lamps were made by Lucas, the company which has ruined British cars for good.

29: American Méharis got a two-speed wiper motor for more rain action.

30: Argentinian Méharis got fiberglass bodies instead of ABS. It was cheaper.

31: Those were in fact made in Uruguay.

32: Replacement body parts are all white instead of the original coloured ABS, so you have to paint them.

33: Only 381 were made in 1987, the last year of production.

34: The Irish Defence Forces bought 12 in the seventies.

35: They realized it was a bad choice and auctioned them off in 1985.



44: In short, the Méhari is 11 body panels and 2CV mechanics.

45: Girls love it.

Photo credit: Citroën, Harry Alverson, Alfred Bina and John Lloyd

Jumpy/Dispatch I (Peugeot Expert, Fiat Scudo) - 1997-2007

If naming a van after knitwear seemed slightly odd to Slough, implying that the smaller sibling suffered badly from nerves must've appeared to be even more of a marketing challenge. Another re-badge, then. Could have been worse. The Citroen Cardigan?

Another Sevel product, coming between the Berlingo and Relay in size, the Dispatch begs a big question - Is it car-related or not? The Synergie/Evasion people carrier was also a product of Sevel, and bears strong resemblances in

size and some aspects of the styling, but differs markedly in others. Just to confuse matters, the van was the basis for the "EuroTaxi", an attempt to move the van-based minibus to rival London's traditional black cabs.

Jumper/Relay II (Peugeot Boxer, Fiat Ducato) - 2006-

The success of the Relay/Jumper made replacement a hard act, but the Sevel joint venture stepped up to the mark again. The replacement had grown slightly, with a larger selection of body sizes available. The styling echoed strongly the "pouting lip" seen on the C1 - making the first two examples of this new corporate look the largest and smallest of the range.

The FWD base and availability of chassis-cab versions means that, as with the predecessors, coach built motor home versions are again common.



Because of Fiat's relationship with Chrysler in the US, the van (sold in Mexico as the Peugeot Manager) is likely to be the first official import of a PSA vehicle to the US since the mid '70s - under Chrysler's RAM brand.

Jumpy/Dispatch II (Peugeot Expert, Fiat Scudo) - 2007-

With the growth in size of the larger vans, the second-generation Jumpy/Dispatch has grown to roughly the size of the C25. As with the bigger Jumper/Relay, the second generation has brought a wider range of sizes. The origins have moved away from the people-carriers, and the van has developed a distinct identity. Again, taxi and minibus versions are popular.

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DS23 EFI project car.

8/15

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

For more information contact :

John Parsons on (03) 59 776 115.

CX 2400ie Familiare, 1982.

8/15

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

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1962 ID19

7/15

I believe it is 95% complete (missing one headlamp & hub cap, otherwise has been on blocks and under-cover for past 20 years.

Contact Bruce Embleton

embletonlaw@westnet.com.au or phone 5456 2504 for more details and photos.



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