



# THE NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc. **September 2018**

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

## IN THIS ISSUE

The Healey Factory

A Band of Brothers

An Unexpected Find

The Allure of the Ami 6

Christian Maier-France & Spain 2018

## 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.





What is the purpose of our club?

That was the first question posed by consultant Steve Bowman at the recent club management seminar conducted by our umbrella organization, the Association of Motoring Clubs. Bruno Tonnizzo and Brian James attended and brought back some valuable insights that will make CCCV a better club.

Everything we do, Bowman says, needs to be guided and evaluated by this touchstone. Our statement of purpose, normally found in our constitution, should be simple, clear and right in front of us in all our discussions, decisions and activities. The best such statements of AOMC-affiliated clubs mention ownership, preservation, maintenance and enjoyment of our cars. Some include competition. My own bias would have restoration in there.

So I dived into our constitution to see how we stack up. Gratifyingly, it is all there, albeit buried in 9 points of constitution-drafter's language. Even competition is there. Everything we deem important is mentioned: meetings and classes whereby members obtain knowledge, friendship, social activities, preservation, co-operation with complementary groups, circulation of printed matter and buying and selling apparatus, services or provisions. I will ask editor Brian to publish the purposes section of the constitution in next month's newsletter to stimulate our thinking.

The other main gem Steve Bowman presented was this:

The committee's job is to create the future.

He's right. While it is easy to become focussed on the next event(s), the next meeting, the next newsletter, balancing the books and other immediate stuff, it is the bigger picture issues, such as working with other clubs, exploring ways of helping regional members, including spouses and younger people, that are the most interesting and satisfying. This has been my experience over the last four years, made even better by enjoying the company of the willing and capable men (hopefully the gender balance will shift soon) with whom it has been my privilege and pleasure to serve CCCV.

All this is to remind everyone that the AGM is on our horizon, set down for October. Secretary Bruno, treasurer Peter, events officer Ian, shop manager Wolf and editor Brian are, thankfully, offering to continue in their roles on committee. Other key people, membership secretary John Wyers, webmaster Tom Gucza, librarian Dave Rogers..and CPS secretaries Ferdi Saliba and Tom will also carry on. We will, as I said some time ago, need to elect a new president and vice-president.

The constitution is helpful here. It tells us that we don't **have** to have to have seven on committee. Four is the minimum but more people have more and better ideas.

Committee doesn't **have** to meet monthly; quarterly is the constitutional minimum so there is scope for changing the way we do things, including the use of teleconferencing committee meetings, which CCOCA, a national club, has recently embraced. This also means that regional members can be part of our leadership and participate in creating our future. I have found that to be a marvellous experience and I encourage all of you to join in and help create our future together.

John Parsons.

If undeliverable return to:  
CCCV PO Box 122  
Nunawading Victoria 3131  
ACN A29766N  
The CCCV Newsletter  
**ISSN 2207-7197**

#### FRONT COVER

French, Facel Vega car in beautiful condition at  
The Healey Factory (See middle pages)

#### BACK COVER

What dream machines, guys!

*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. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.*

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



# NOTICE BOARD



## CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au) and enter the password supplied by email sent you.

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

**New Members .** CCCV welcomes the following new members to our family: Steven Bradford, Tony Caruso and Don Lancaster. 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
<b>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</b>			
Aug 15	(Wed) Club night @ Healy Factory — NOTE CHANGE OF NIGHT (page 5)		Sep 20 Club night-BBQ & social night
25	Run -Fox Collection RSVP to John Parsons by 18th Aug: <a href="mailto:pastorjohnhelen@yahoo.com.au">pastorjohnhelen@yahoo.com.au</a> or by phone: 59 776 115		22 VACC 100 years. Run to Bendigo. <input type="checkbox"/>
Sep 11-15	Western Victoria Run -5 days (see <a href="#">June Newsletter</a> for <a href="#">details &amp; booking sheet.</a> )		Oct 13 Motorclassica see page 5
			18 Club night AGM & restoration Sh/tell
			24 70th Fête d'anniversaire deux chevaux (p5) Frog Hollow Reserve Camberwell
		<u>RSVP</u>	Lee Dennes 0438 286 181 or <a href="mailto:l.dennes@bigpond.net.au">l.dennes@bigpond.net.au</a> by 15 Oct
			28 French Car Festival (p5)
			Nov 15 Club night La Bell Epoque
			25-26 Geelong Revival <input type="checkbox"/>
			Dec 9 Christmas BBQ. Location TBA
<b>Monthly 1st- Chit-Chat Tuesday</b> Blue Bay Café, 667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. <b>CCOCA &amp; CCCV event for coffee &amp; chat.</b> Denotes a Non CCV sponsored event. <input type="checkbox"/>			<b>2019</b>
			Jan 20 Great Au Rally-Crudon Farm L/warren
			Easter CITIN WA. Bookings now open page 7
			For more details on club events contact Ian Downie on 0452 411 104

## 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 & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

## Forthcoming Club Events

### September 11-15th West Victorian Getaway

Five day-four night get away to Hamilton and Portland as outlined in the June Newsletter.

**Bookings now closed.**

### September 20 Club Night & BBQ

Normal club night with BBQ on premises and social.



Bread, salad, meat supplied.  
BYO plate of desert to share.

RSVP to

Peter Moloney by 17th Sep.

treasurer @citcarclubvic.org.au or 0411 869 705



If you have a special car or motorcycle at home and have ever wondered what it might be like to experience the VIP treatment as an entrant at Motorclassica, then be sure to get your application in now. We are still looking for top flight entries for this year's Australian International Concours d'Elegance, particularly in the Vintage and Veteran classes.

On the other hand, if your car or motorcycle isn't quite concours but is exceptionally rare, valuable or has a fascinating provenance, then we would also like to consider it for our display-only classes. Cars and motorcycles that entered from 2010 to 2014 are now eligible to reapply so don't delay.

**SEE PAGE 9 FOR ENTRY DISCOUNT**

Contact Paul Mathers, Event Director for your application today on 03 9321 6760 or by email at: [pmathers@etf.com.au](mailto:pmathers@etf.com.au)

**Note:** You will need to deliver you car on the 11th.

### October 18th Club Night

**AGM-Nominations called for  
across committee positions.**

Plus

**RESTORATION—SHOW & 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 70<sup>th</sup> 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: 70<sup>th</sup> Birthday Celebrations for the 2CV

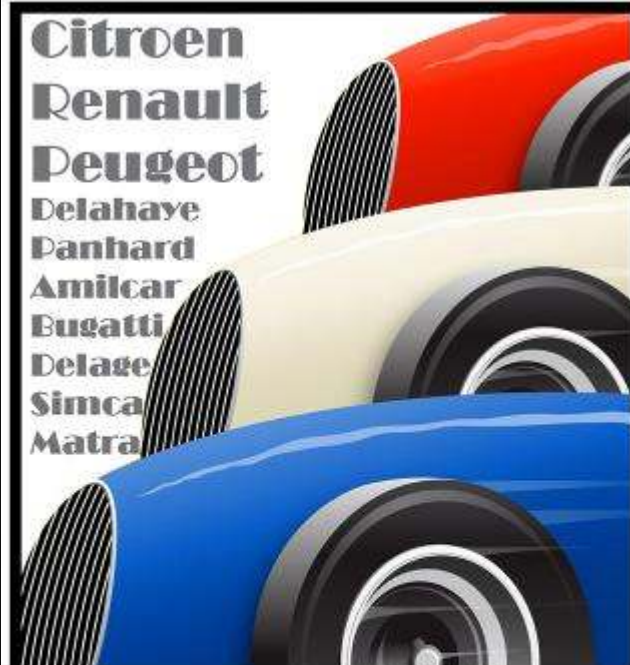
Bring: Everything for a BBQ/Picnic

Time: 5.30pm

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

Lee Dennes 0438 286 181

[ldennes@bigpond.net.au](mailto:ldennes@bigpond.net.au)



## French Car Festival

**Sunday October 28 2018 at 10 am**

**Markham Reserve**

**80 Victory Boulevard, Ashburton**

Jointly organised by

Citroën Car Club of Victoria

Citroën 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.

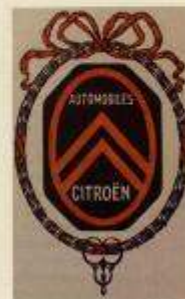
The Citroën Type A was delivered to Mr Testemolle de Beaulieu in Dordogne France on July 4 1919. The Citroën cars were produced at the Quai De Javel factory.



## 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.



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: 633000 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:

CitIn 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 [citin2019.com.au](http://citin2019.com.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!



# Club plates



A number of members have reported to us that they have not received Club Plate Renewals from VicRoads.

Each case that was investigated showed that a payment had been made for the 2017 renewal period.

They had a receipt, but when they went to see VicRoads with the logbook etc the system showed they had NOT paid!

As a consequence, the 2018 Renewal Notice was not issued because the VicRoads System said the Rego had expired.

Once the error was detected VicRoads admitted that it was their error.

A new renewal was generated and we have to get it resigned by CCCV to show that we are financial.

I was advised that this should not happen again, as they have changed the Club Plate System within VicRoads.



John Wyers  
(Membership Secretary)

# The Allure of the Ami 6



If there's one Citroën that seems odd when you first see it, but after a while tends to grow on you, I think it's the Ami 6. Wherever you go it attracts head snapping stares. People's eyes widen, mouths gape and then turn into broad smiles. It's a car that registers as

being cute while at the same time being so different as to simultaneously stir up a negative reaction of ugly. Those opposites play off the grey matter for a few moments and then curiosity takes over with a desire to stare and see more.

While I have a 1964 Ami 6 and enjoy its quirky charm immensely, this past week I have had a second Ami 6 that I had a chance to both road test and gauge people's reactions. It is a 1965 model, a rare car in its own right, but this one even more so. It is a US spec model, with differentiating features such as dual circular sealed beam headlamps and running light/turn signal indicators that are in cast aluminium pods that are positioned just below the headlights and protrude in the front.



Front view of US spec Ami

Bertoni was hired by Andre Citroën to bring an aesthetic design to the Traction Avant in the 1930's. He was an Italian designer and sculptor who, having never designed a car before, decided to express his thoughts by sculpting its form in clay, a first for automotive design at the time and something that carries through to this day, despite the 3D CAD programs and automated tools for forming shapes that have now become ubiquitous in automotive design (and every other kind of design and manufacturing). The lines and subtleties to the Ami's form happen from a feel and in-body expression of emotion that flows from the brain. Bertoni was a master of this, having gone on from the Traction Avant to design the 2CV and Citroën's landmark DS. But before he passed away, he commented that the Ami 6 was his crowning achievement. Quite a statement considering what he had done beforehand and when first looking at the Ami you wonder if he didn't have dementia when he said it.

However, the more you look at the Ami 6, the more you realize that this design wasn't about crafting the first unibody car like the Traction, or the aerodynamic and flowing lines of the DS. It wasn't about the visual tension of curves that he applied to the 2CV. Rather, it was about all the elements Bertoni could muster that were the exact opposite. He was given the task of taking the mechanics of a 2CV and creating a sedan to launch in 1961 that would appeal to French ladies who may have thought the 2CV a bit too utilitarian. He felt that there was no point in doing a 3-box sedan design with relatively straight lines or one that was rounded. The end result would be like every other 4-door car (unless of course one opted for the upscale DS or ID that Citroën offered). Instead, Bertoni decided to trigger a raw emotional response from people by making a design that was completely different yet cleverly balanced in its own right. It really was sheer genius. Sitting there, sipping my coffee and seeing the people that passed by invariably react to this quirky little car before them, the passion Bertoni applied to the Ami 6 resonated with me and gave me a greater appreciation of his last design accomplishment.

Continued page 20





# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

FOR A MASSIVE  
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ON ADULT TICKETS,  
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**[4MDJPZ]**



**FORM, FUNCTION AND FEROCITY**  
**12-14 October 2018** ROYAL EXHIBITION BUILDING MELBOURNE

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AMERICAN SUPERCARS / HARLEY-DAVIDSON PANHEAD / TRIUMPH BONNEVILLE

Experience new and classic cars and motorcycles / FutureLab / Motoring cinema / Restoration & maintenance /  
Touring destinations / Art and collectables / Auto after market / Club displays / Special guests

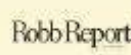
**TICKETS NOW ON SALE AT [MOTORCLASSICA.COM.AU](http://MOTORCLASSICA.COM.AU)**



**LORBEC**  
LUXURY CARS



MEDIA PARTNERS



CHARITY PARTNER



# A Band of Brothers (well, two brothers)

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

(Final Part 10)

## Tom continues... (from last issue)

In this design-oriented capital we found an old-fashioned design house in a wonderful mews street. He seemed to do a strong trade in old style number plates and wasn't offended by our 'design-free' design for the route map.

The route map is essential in that it becomes a focus for every passer-by. It also helps explain to any bent Russian copper what we're doing. That along with a sneaky pack of duty-free Marlboro Reds in their pocket and Will tells me they may just let you go. As long as they can have a shot of them with the 'crazy little car'.

The route from Amsterdam north and across the Meuse into Germany, past Hamburg is long and boring. Germany's distrust and kneejerk switch away from nuclear power is all too obvious. There are scores and scores of windmills, more than in Holland and unlike ours at home, they all seem to be turning!

## Germany

The Citroen wasn't built for the autobahn and everything happens in slow motion. Landmarks appear on the horizon and take about half an hour to be fully behind us. Autobahn blues. It feels like listening to Kraftwerk on repeat for days.

Try as we might, we cannot make it to Fehmarn and a late ferry before darkness. A campsite sandwiched between the autobahn and the Baltic seems like the best alternative – except it's closed and the entrance barriers are down. Scores of super-deluxe caravans are on the far side. A few campers mill around but most seem to be inside watching Sat TV. Suddenly the barrier rises – the owner has woken. He's clearly irritated but since the signs state clearly it's open until 22:00 he knows he must remain polite. We are shown to a spare patch of level, soft grass and in the gathering gloom we erect our new tents for the first time.

The night sky is clear and spectacular, as is the due fall. It's mid-summer but the temp drops to 7 degrees C, taking our morale with it.

We ditch breakfast for a fast getaway after a cold shower. Everything in the camp site is perfectly laid out and so orderly. There are even traffic lights along with the barriers at the entrance. As we wait, watching the happy campers trudge towards the cold shower block, we can't help but notice the tree-line: the wire is missing but one can't help but think of Steve McQueen.

Choice between 500 odd kms via Kiel or a ferry from Fehmarn to Denmark. It's a no-brainer but it costs a colossal 100 Euros per car for a 25 minute crossing!

**FINALLY! We leave the UK! - Will**  
**Every journey starts with the first step. But Ghandi meant forward steps...**

## Plan:

Leave Shrewsbury at 10:00 to meet Chris at Sea Container House 14:00-ish. 160 miles. Easy. Half-hour briefing on the camera equipment they have selected for us, an update on their social media plans, press flesh and scoot.

We are due to collect passports from Russian visa office at 15:30, then the Uzbekistani visas before they close at 17:00, in time for a beer while the home-going traffic vacates town before a short drive towards the ferry at Harwich.

## Reality:

**06:10:** Shrewsbury: bugger, bugger, bugger! One of the three Go Pros is missing! The house, most every inch of which is covered in overflowing bags of vital expedition equipment – mainly clean (for now) underpants, socks, and the latest haul from Boots the Chemist – is turned upside down. Not found. Where the f\*\*\* is it? I blame Tom, Tom blames me and



words could have turned quickly into fists.

**09:45:** Found in the car under the seat where the camping stools are to live for the next 3 months.

**10:00:** We discover the screen is broken. It still works. Well... half the screen works and who knows what other invisible damage exists. We race to Maplin. Our mate Dan the manager has just popped out. We wait. Will he agree to exchange it – will he have like-for-like in stock? He does. Major catastrophe averted but we're already late leaving by an hour and some. So far so bad!

The car is hot, heavy and slow. Was it really wise to take so much dried food with us? I made the mistake of packing too much last time on a trip like this. If anything we'd packed more this time! Maybe it's all Tom's makeup and hair strengtheners that has added this extra weight! Who knows?

No hold ups, but most of M1 is covered in cones, pointless average speeds cameras and stationary earth moving s\*\*\* - along with stationary hi-viz gnomes.

**13:00:** signs to Watford seem to indicate it's Britain's largest town. It takes an hour to put the signs behind us. Average speed drops to about 30mph as traffic begins to congeal.

2CV Stalls near at the lights in Camden, then outside BBC. Clutch problems. Could get stranded in traffic. Tension rises but later turns out to be the rubber mat catching on the pedal! So obvious, but overlooked.

Concern builds over the camera kit we're to collect – will we need to race out and buy memory cards and spare batteries? More importantly we have to get passports from Russian visa outlet before they close. It's at this point we wished everything didn't have to come down to the last minute. It's just how the Bibbs have always done things. We may say to you we're leaving the house, but most likely we're only just thinking of getting in the shower and also take a leisurely detour to the kitchen to make a sandwich first. We're sorry we can't help it!

We need a briefing on the way the camera works and also to finalise our social media links, but time is ticking. Suddenly the 30-minute briefing window has shrunk to 15 and that's if we can park and our camera guru Chris is ready and waiting. If he's on the phone, it'll be a hello and goodbye.

Traffic is insane; parking is impossible. Arrive at 15:40 more than an hour and a half late. There is a usual ab-

sence of parking around Sea Container House on the Southbank, which encourages a rash of traffic wardens.

Need to split up. Tom should receive the briefing while I race to the visa office. It's the only solution, but Chris is ready and we go with the flow, listening, as the clock seems to tick faster than normal, ever closer towards visa office closure. Chris is thorough and the kit selection is well thought through but unless we collect the passports....

**16:10:** The race for the visa-ed-up passports is on, but the agent telephones to say that the Uzbekistani visas have not arrived! That's massive. *'They might be ready Wednesday or Thursday'*. Suddenly our ferry tickets are wasted and we've lost two days before we've even left London. Arguments erupt over whether the agent or consulate is responsible for the delay and what he is able to do in the next 50-minutes.

**16:20:** Visas are confirmed, *'But you must still collect the passports by 17:00'*. Phew! And the traffic is at a standstill. What's wrong with London's traffic lights? Cars get seconds on green and pedestrian minutes. And when the cars are green trucks and buses barge in and block passage for all.

**16:30:** Fleet Street

**16:50:** Farringdon

**16:58:** Visa office. Cheery smile from the security man who seems to remember us – or maybe he's on a bonus and knows how much we had to pay!

It has to be said this place is efficient. Nobody else is waiting and my number comes up right away – at 16:59! The lady behind the counter searches for our passports. Not in the first box. Not in the second... She disappears. Blinds come down at an adjacent window. I'm starting to feel nervous when she's been gone missing for five minutes then suddenly the building is empty. Staff call their goodnights and start drifting out. Our lady is still missing. Seems we're screwed after all. Luckily our lady is a persistent one and she locates them from goodness knows where. There's no smile. It's obviously our fault, but I could have kissed her all the same. OK, maybe not.

**17:10:** high fives and we now head towards a quieter part of town. Meanwhile Tom decides to check out the passports. *'Will, why do our Uzbekistani visa start on July 1 and end July 7?' ... 'WHAT?!'*

It takes a while to compute, but he's right. Where the hell did they get those dates from? They were out of date last month, way before we were even set to leave the UK! We managed to catch our man Alex at Visa HQ before he left for the day, but he has no answer over the phone. We head there directly.

**18:12:** *No problem, I just spoke to them. You pay this now.* Alex hands me a Post-It note with a figure on it. *'Then you collect from the Consulate in Moscow.'* We have to pay \$50 per visa. This guy is a genius, helpful and connected, but somehow I feel like I've lost a tenner and found twopence.

It seems there's always a solution, only it involves cash – and a 500-mile diversion next week into traffic blitzed Moscow.

So in several hours we had lost a camera, found it, replaced it. We were advised our passports will be delayed 48 hours or more. We panicked, before being told all would be OK - provided we could claw our

way through glutinous traffic. Phew, we're at the visa office with just minutes to spare, but the passports are missing! No wait, she has them. Perfect. Hold on... not quite... the freaking dates are already out of date! A long day? Hell yeah it was, and we hadn't even left yet! An emotional rollercoaster and a baptism of fire all at once. Almost everything that could have gone wrong, did go wrong. It just goes to show that any plan, however thorough, will always go to s\*\*\*.

**19:00:** Finally we walked into a pub in nearby Chelsea - The Pig's Ear – the name a cruel reminder of the gaffe-filled day we had had. Easy parking and easy credit terms for a quick round. Turns out to be Frank Lampard's gaff and Eric Clapton lives across the road! Suddenly the world is a happy place and our tensions melt away. We jump into the car and head the wrong way up a one-way street to meet a policeman! All the problems of the day behind us, we dream of Holland.



## **A Band of Brothers (well, two brothers)**

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

You Tube gives you some idea of their trip. <https://www.youtube.com/watch?v=1LvMmoQMTTrE>  
And the final stage. <https://www.youtube.com/watch?v=aeSdizoSQg0>

*This is the completion of this very long blog as written by them. Ed.*





# 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)

# NEW CLUB TOOL REGISTER

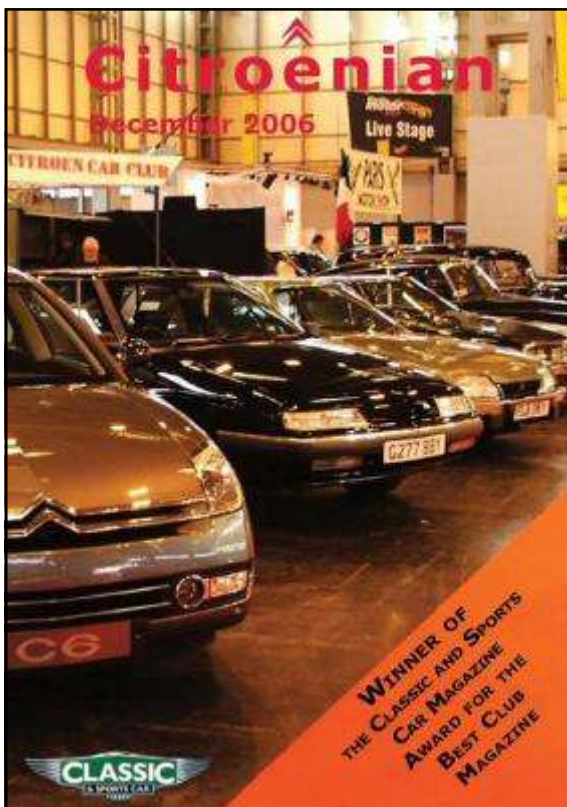
CCCV is putting together a Register of both Club tools and Members tools that would be available for members use.

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 Citroenian - Monthly Magazine of the Citroen Car Club-UK

*Winner of Classic & Sportscar's Club Magazine of the Year 2006*



Every month, every member of the Citroen Car Club receives the Citroenian, a 96-page full colour high-quality A5 magazine. So what? Most car clubs have a magazine, many of them have 12 issues a year, and high-quality production isn't difficult in this era of affordable technology. Why is the Citroenian so special?

The Citroenian's been the monthly magazine of the club for over fifty years, and has perhaps the highest degree of continuity of any club magazine over that time. Many contributors have been in charge of their columns for years - over 26 years in one case. This gives both a large amount of technical knowledge, and - most importantly - knowledge and experience of their audience and what they want from the magazine.

It's a great blend of technical and non-technical, event reports and travelogue. There's something in there for virtually everybody, from the home-restorer to the driver who takes his car to a specialist. It's supported by advertisements in a non-intrusive manner (All adverts are Citroen related, and many businesses who advertise are run by club members). Most models of Citroen, from the earliest RWD cars to much of the current range, have a monthly column written by an owner and champion for that model. All columnists are ready and willing to answer phone calls or letters on their cars, to help members out with problems - and most use that contact as the basis for their writing.

<http://www.citroencarclub.org.uk/drupal/citroenian>

# Healey



Just too expensive to ask the price. (above)

Facel, Forges et Ateliers de Constructions d'Eure-et-Loir, was founded 20 December 1939 by Bronzavia, a French manufacturer of military aircraft to make special components. Jean Daninos, technical director of Bronzavia, had begun his career with Citroen where he assisted in the design of the Traction coupés and cabriolets. He moved to Morane-Saulnier then to Bronzavia. During WW II he worked with General Aircraft in USA who were using Bronzavia patents but he returned in 1945 and took charge of Facel.



As a car is dismantled each part is labelled and put on a shelf in the room behind & labelled with the owner's name. It can sit here for a year or more, while we source parts etc. (above)



360° rolling cage for easy accessibility. (above)

## Facel Vega (Wikipedia—left)

The marque Facel Vega was created in 1954 by Jean Daninos (brother of the humorist Pierre Daninos, who wrote *Les Carnets du Major Thompson*), although the Facel company had been established by the Bronzavia Company in 1939 as a subcontracting company for the aviation industry. FACEL (Forges et Ateliers de Construction d'Eure-et-Loir, in English: *forge and construction workshop of the department of Eure-et-Loir*) was initially a metal-stamping company but decided to expand into car manufacturing in the early 1950s.<sup>[2]</sup> Facel entered the automobile business as a supplier of special bodies for Panhard, Delahaye and Simca.





# Factory



Numerous Austin Healey's of various models, with Aston Martin Coupe and Ford Mustang. (above)



The owner wanted a V8 implant, so it was necessary to increase the cars width by 4 inches while maintaining all correct proportions. It looked even better than the original. (above)

A Plymouth road car. New product or a one off? (above)



"E" type Jaguar in the paint shop, together with an extensive explanation of how the filtered air comes from above, and exits into water in drains under the floor. So much cleaner than painting your newly restored car in your own garage.

RUST: The restorer's enemy. An explanation of the correct form of welding of replacement panels to prevent bulging.



# CHRISTIAN MAIER FRANCE & SPAIN 2018

As per previous years when wine touring in France and Europe I have this habit of spotting Citroens' and taking pictures of them. So see enclosed in 2 emails some pictures of some rare gems that can still be found operating through French and Spanish streets.

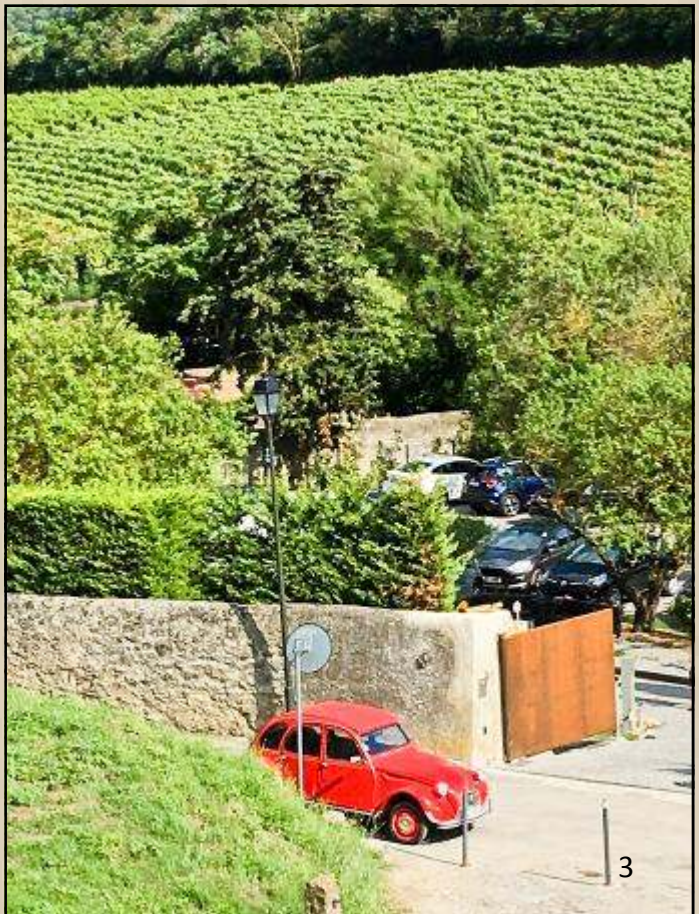
In June this year we went touring to the South of France and North of Spain, where I managed to spot a number of Citroens that were happily driving in the small streets of villages.

**The image #1** was taken in Aix en Provence where this charming lady driver was patiently waiting for a tow truck since her car that was seemingly nicely parked was in fact broken down!

**Image #2** was a very stressed young lady that had a HUGE bus (us!) just behind her flashing light at her as she also had just broken down just passed the Autoroute toll, the reason could have been a massive downpour which would not have been friendly to the delicate mechanics of the 2 CV.



**Image #3** was taken looking out from the medieval town walls of Carcassonne where this charming 2CV could be seeing unloaded from a truck and ready to be rented by the local tourists.





**Image #4** was taken in Collioure near the border of Spain. A Mehari very much at home in this tour-istic seaside town.



**Image #5&6** this is in the Priorat mountain back of Barcelona and looked very much a hard working car maintained through daily use



**Image #7** well this was me driving my DSuper to work at Healesville country Club, as in *driving right into the ballroom* for the 14<sup>th</sup> of July festivities with Gabriel Gate



Christian Maier



# AN UNEXPECTED END

There is a tiny village in France named Ivrey. It nestles into a hillside in the Jura department of the Franche-Comte region, at the beginning of the ever-ascending mountains leading up and into Switzerland. Ivrey isn't located near any large town: Besançon to the north. Dijon to the west...

The village comprises a few houses, the inevitable 'Mairie' with draped French tricolour &, even more typically, a church. There are no shops, no petrol station.



Partner Wendy & I had booked accommodation here through the wonder of AirBNB. We drove up from near Lyon in our leased Citroën C4 with its occasionally temperamental SatNav: the female voice was decidedly bossy and had immediately been dubbed 'Agnes'.

Agnes absolutely drew the limit, at being asked to find number 3 Rue de la Republic. In her opinion, having guided us to Ivrey in the first place, well and truly completed any obligation on her part.

It wasn't however, all that difficult to find our new lodgings: there are really only one and a half streets in Ivrey. Agnes however, had cheerfully taken us straight through the village and off, up a mountain road, declaring halfway through the third hairpin bend "*You have arrived*".

Hmmm. U turn, back to the village, mooch along the upper street and pull over on a grassy verge. Not a road sign to be seen. Ponder how to find the house.

Wendy gets out the car and a small boy rushes up, bestows a '*bonjour*' as cheerful as his smile & kisses Wendy on both cheeks. We realise we have totally accidentally parked directly outside the house.

'Flo' appears, the small boy's father. Florent. Wendy gets both cheeks kissed again.

Our 'house' forms most of the bottom part of a much larger farmhouse. Wendy asks about the age of the building & Flo

says "*Oh, not very old.*" Pressed he then says "*Seventeen something...*"

One morning during our stay, Wendy comes in and says that she has just said *bonjour* to a sheep. Apparently the sheep in question was standing outside our front door on the road. The last animal standing out there had been a cat who, when the door was opened, came in and joined us. He/she was particularly partial to a bowl of milk & a snooze on our bed.

Fortunately the sheep was not similarly inclined.

Late in the afternoon, when we returned from one of our tours about the local area, the sheep re-appeared. She was obviously well-acquainted with humans and sidled up to me without any sign of fear. It was equally obvious that she wanted something. Eventually I twigged that she was interested in a gate beside the house. We walked up to it together and as soon as she could see through into the meadow beyond she started calling. Virtually straightaway a lamb appeared.

A simple matter of opening the gate and mother and lamb were re-united.

The point? Well. I climbed the stairs to see if I might catch Florent to let him know that one of his sheep (he also keeps bees) had strayed and that I'd let it back into the meadow, and also to ask for more firewood – there was a great, old wood-stove in our kitchen that we cooked on most nights.

Flo was not at home, but his delightful father was. He spoke about as much English as I speak French so the conversation was more of a verbal pantomime than anything else.

Whatever, we coped pretty well – lots of laughter anyway. He noted about the stray sheep and came downstairs to fetch me some firewood from the barn space which is on the ground floor and adjacent to our accommodation.







Ivrey out house

Imagine my surprise when Flo's father (I never did learn his name) opened the large wooden doors and revealed a *Citroën Mehari*. Well, perhaps fairer to say: MOST of a *Citroën Mehari* – most of the front of the vehicle had been removed, as had the engine.

Now I am unsure why, and perhaps other people would disagree, but there are extremely few older *Citroëns* on the road in France. Commonest by far would be the 2CVs. In eight weeks I saw one *Dyane*, a couple of *Amis*, one *CX*, one *SM*, one *H4* van and not even a sniff of an *ID* or *DS*, let alone a *Traction Avant*.



To be confronted by a *Mehari* was therefore a bit of a surprise.

The vehicle belongs to Flo but the work was being done by his father. Immediate problem was with, what he called the "*embrayage*". My look of blank incomprehension caused him to go looking for bits. He handed over a clutch plate with linings so thin as to be almost non-existent. The pressure plate did not look very healthy either.

Funny how language doesn't really impede conversation much. We went through all the clutch paraphernalia: the new clutch and pressure plates, the new thrust race, various kits of gaskets etc. Checked out the engine which was leaning a little forlornly against the wall, before having a look at the *Mehari* itself.

Not sure of its exact date of manufacture, but the car had done plenty of work if the cracking of some of the panels were anything to go by. Interestingly, thrown in the back was an obviously brand-new moulding – the purpose of which eluded me.

Turns out that parts, including body parts are still obtainable, and that this new moulding was designed to fit into the back tray of the *Mehari* and form some extra seats. Flo's dad explained that these were in order so that the kids could enjoy the *Mehari* too.



I did eventually return 'home' with firewood and needed to explain where I'd been for the previous hour odd. Wendy had never heard of a *Mehari* and when I went to take some photos the following morning she came and had a look. Not sure how impressed she was. Our resident cat was much more enthusiastic or perhaps just liked having his/her photo taken.



Would have loved to have been able to assist in the repairs but unfortunately our little stay at Ivrey was at an end. Would also love to go back sometime and see whether I could manage to persuade Flo or his father to take me for a ride in the repaired *Mehari*. In the meantime I'll bet they will all enjoy it.

Ian Hamilton.



Mehari back seat



## AOMC Restoration Seminar 2018.

This year's AOMC restoration seminar was very well organized and attended. I met up with John Parsons, Peter Moloney and hundreds of car enthusiasts that came along to hear about various aspects of car restoration and to catch up on the latest info for car restorers. For me, some of the more interesting presentations were about power steering boxes for LHD to RHD conversions, wooden dashboard restoration, Davis Craig electric water pumps and fans, ceramic coatings and magneto refurbishment.

A mid-morning break provided the opportunity to visit the various presenters for a chat about my specific restoration needs. The AOMC put on a delicious morning tea consisting of hot party pies, sausage rolls and a magnificent spread of sandwiches, and cakes.

Overall, it was a great morning out catching up with new and old friends, one that I had not seen for over 10 years. Thank you AOMC for organizing a great event.

Bruno Tonizzo



Continued from page 8 ←

There are elements about the car that at first don't make any sense until you look further at the car and see that they were added to make the car distinctive, and that ultimately do complement the vehicle. Try to imagine them not being there; the art-deco 5-bar embellishment on the front fender behind the wheel arch and



how it enables the side to be concave from that height and taper toward the rear. How, like the 2CV, he puts priority to the body underside to flow unobstructed to the rear and, with unbroken lines, to accommodate a rear fender that does not have to protrude; unlike the 2CV does to accommodate the rear wheels. A body that looks to be draped over a completely different design toward the front, and a roof with not only a reverse tilted rear window, but a C pillar with two different diagonals echoing the drape effect from the front, and visually narrowing the base to accentuate the rear roof overhang. Notice that the upper side-crease line of the front fender extends to the rear in a graceful taper, giving a hint of DS cabriolet flow, while also accenting the fluid motion effect to the upper part of the body. And that is just the side! The front, the back, — is all so odd, yet so visually interesting, that it totally stands apart from any modern car today.

The Ami 6 is arguably the boldest design applied to any mass-produced automobile. Bertoni was more flamboyant with it than he had ever been, yet in doing so he made the Ami 6 more iconic in its own right. Love it, or hate it, it certainly gets recognized in a world where it is increasingly difficult to distinguish one car from the other.

<https://citroenvie.com/the-allure-of-the-ami-6/>



# 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

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CCCV  
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Account Name Citroen Car Club of Vic Inc.  
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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.

## Clue:

7/18

Loch Victoria

2006 c4 hatch tdi, 140000 km some turbo trouble, free to a good home Ph. 0427832308"

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03/18

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Price \$30,000

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## Sales and Wants

*Some days  
I amaze myself.  
Other days I put the  
laundry in the oven.*



### 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)

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5/18

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(Car not included)





## Sales and Wants

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### 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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