

THE

CCCVA

# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

September 2019

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### MEMBERSHIP RATE

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

### CCCV GENERAL MEETINGS

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

### CCCV COMMITTEE MEETINGS

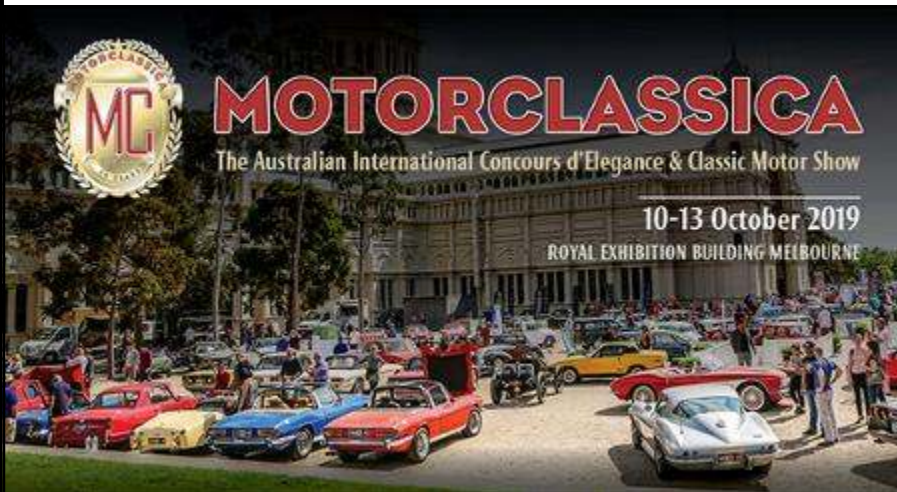
Meetings are held monthly in locations decided each month.

### CLUB BANKING DETAILS FOR SUBSCRIPTIONS

#### AND PAYMENTS

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

## Motorclassica



*The organisers of Motorclassica 2019 are arranging for a display of something like 12 classic Citroen cars inside the Exhibition Building as part of the 100 years of Citroen celebration. The event will be between the 10 to 13 October. The 2 Citroen clubs have been locating suitable cars on Motorclassica's behalf but it is now over to Motorclassica as to what cars will end up in the final display. I think they will be pretty tough.*

*Separately from the inside Citroen display, "Club Sandwich" will be running again but with different and much better arrangements namely-*

- We will be able to bring our cars in and leave all on the same day. We have chosen the 12<sup>th</sup> October, the Saturday for the moment.*
- As far as we know, each entrant will get one free entry ticket.*

*Given that there are going to be such a fabulous array of Citroens inside, getting to park outside and see all the displays for free is a real plus.*

***Anyone who wants to be in Club Sandwich should contact Ian Downie, [blueduck1949@gmail.com](mailto:blueduck1949@gmail.com)***



### President's Message.

Spring is fast approaching and we can say goodbye to winter for another year. For car clubs, spring marks the start of a range of outdoor car shows and events. We have our Tech Day, Concourse, Club outings, French Car Festival at the Geelong Revival

and Motorclassica incorporating our Club display at the Exhibition Buildings and pre-event dinner with CCOCA. Combine our events with the many events being held by other car clubs means that there are many happy days ahead for car enthusiasts!

It's great having access to the audio visual facilities at our Club rooms. They were put to good use at the August meeting with a slide show of photos from the Citroën 100 year celebrations in France presented by Ray Potts and an online video about the Citroën SM shown on the night. I look forward to making the most of these facilities in the future.

The AGM is in October and key positions will be vacant. As you know, all Committee positions will be vacated at the AGM and all positions will be open for nomination and appointment. I will be looking to pass on the role of President, our Treasurer Peter Moloney and Events Co-ordinator Ian Downie, who have done a fantastic job will not be nominating for their positions. This means that your Club needs your support to fill these vacancies.

Bruno Tonizzo

President

Citroën Car Club of Victoria Inc.

### FRONT COVER

**The Club's coffee morning at the Naked Racer Café: Moorabbin Airport. Indians galore.**

### BACK COVER

**The contrast between a low slung super sleek Lamborghini and a vintage 2CV at the Maling Road Auto Classico, Canterbury in August.**

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



If undeliverable return to:

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Nunawading Victoria 3131

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## AGM- OCTOBER

### ALL POSITIONS VACANT.

### NOMINATIONS REQUIRED FOR:

**PRESIDENT**

**VICE PRESIDENT**

**TREASURER**

**EVENTS CO-ORDINATOR**

**Formal nomination of meeting, proxy form and Treasurers report will be in a separate AGM publication early October and listed under "Newsletters" on the club website.**

### 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 to you.

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

**New Members .** CCCV welcomes the following new members to our family: Graham Diprose, Haydyn Kelvy, and Gabriele Buzatu. 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 litre. ([see p/26 for your closest rep](#))

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

## Events Calendar 2019

### Draft Activities Program

## 2019

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



**Monthly 1st- Chit-Chat Tuesday** Blue Bay Café, 667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.

**Monthly BOY'S DAY OUT-Port Arlington Golf Club**

**WHEN:** The fourth Thursday each month and the third Thursday in December (*See p/7*) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate.

**CCOCA & CCCV event for coffee & chat.**

August	10	10.00am Naked Race Café P/5
		1Grange Rd Cheltenham
	15	Club night-Movie
	25	Geelong Motor Museum P/5
September	15	Tech day Garths' home
		Sphere re-gassing on the day
	19	Club night
October	11-13	Motorclassica
	17	Club night AGM & BBQ
	20	Citroen Concours Como Park N.
November	10	Piggery Café Burnham Beaches
	21	Club night—Ted Cross
	22-24	Geelong Revival
	24	French Car Festival Geelong
December	8	Christmas BBQ Frog Hollow

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 & modern 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/C5	Graeme McDonald	9781 1649			



## Forthcoming Club Events

### September 10th Club night

Why not bring something for a "Show & tell"?

Any small problem you solved or made better, be it electrical, mechanical or a home made tool. Surprise us!

### 24th November

#### French Car Festival

French Car Festival...part of Geelong Revival

##### Location:

For those who want to formally enter, entry is before 8.30 am and exit is approx. 4.30pm

More info to follow

RSVP's Ian Downie: [blueduck1949@gmail.com](mailto:blueduck1949@gmail.com)



### Citroen Technical Day

Sunday September 15th 2019

Starting around 10.00am



For New



For Old



For very old

- \* Use of 4-post hoist
- \* Sphere regassing (LHM only)
- \* Some workshop facilities (BYO tools)
- \* Barbecue, free sausage sizzle, tea and coffee

##### RSVP

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell  
340 Main Drain Road  
KooWeRup

### November 10th Sunday

#### NOTE DATE CHANGE

Run to Piggery Café at  
Burnham Beeches for lunch.

Location: 1 Sherbrooke Rd,  
Sherbrooke

Time: 11.30am Meet in car park.

After lunch walk through the glorious Nicolas Gardens which are next door and finish the day with a drive through the Dandenong Ranges.



# MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

October 11-13th

**AGM and BBQ DINNER      OCTOBER THURSDAY 17th at 6.00pm**

**RSVP essential by 12th October to: [president@citcarclubvic.org.au](mailto:president@citcarclubvic.org.au)**

**Wives, partners, girlfriends, boyfriends welcome.**

# The Tale of the Duck That Almost Cooked Its Goose

by Graeme Dennes

The following sequence of events occurred with our 1974 orange 2CV (Duck à l'orange) after it had undergone a brake system "transplant" to convert it from a drum-brake (DOT) system to a disc-brake (LHM) system. The physical changeover of the front drums to discs had its own set of issues which were eventually resolved, thanks to Elliot Beniada.

I'd been preparing the car over several weeks in preparation for its shipment to New Zealand to participate in Raid New Zealand 2018 over February/March 2018 as organised by Dave Rogers and Peter Dekker. Herein lies the tale of the events surrounding the fitment of the LHM components



Figure 1 On Raid NZ 2018

1. Fitted new LHM dual-circuit master brake cylinder, new LHM rubber mounts/seals for the reservoir, and new fluid reservoir.

2. Fitted pre-loved disc brake calipers after installing new pistons, new LHM rubber piston seals and dust seals, new LHM rubber O-rings between the two caliper halves, new LHM brake line rubber seals on all brake line fittings under the bonnet, and a new bleed nipple on the left caliper, just to be sure.

3. At the rear wheels, I fitted new LHM rear wheel cylinders, new bleed nipples and new LHM brake line rubber seals.

4. Fitted new LHM brake line rubber seals in the rear wheel brake line union. (This is the brake line splitter which feeds the fluid from the master cylinder to the two rear wheel cylinders. Located high up at the top/front edge of the fuel tank.)

5. Added LHM fluid and bled the brakes, after which the pedal went down to around mid-travel and seemed quite

firm at that point, and all seemed ok. However, the fluid exiting all three nipples moved *very* slowly during bleeding. Varying the pedal pressure didn't seem to change the rate of the fluid exiting the nipples. The fluid flow from all three nipples seemed heavily restricted. Why would this be?

6. However, when the brake pedal was pressed and released, the front wheels remained fully locked while the rear wheels immediately turned freely. Why would this be?

7. Opened the front bleed nipple momentarily and the front wheels immediately turned freely. Mmmm.



Figure 2 The Rear Brake Line Union, next to the tank

8. As a check, I reversed the front/rear brake lines at the master cylinder and bled the system.

9. Once again, little fluid exited the three bleed nipples. On some pedal presses, no fluid was expelled. Why?

10. Pressed and released the brake pedal, and now both rear wheels remained locked, while the front wheels were immediately free to turn. Ok. Getting warmer!

11. Opened a rear bleed nipple momentarily and both rear wheels turned freely.

12. Just to be sure, the rear brake drums were removed and the wheel cylinders and shoes checked for proper operation and proper return (with their bleed nipples open). These were operating correctly. The brake shoes were operating correctly and contacting the drum correctly, and the "horseshoe" springs were doing their job, so no concerns with the rear brakes.

13. Logically, the symptoms point to a faulty brake master cylinder, although it was brand new.

14. Ok. Ordered and received a second new LHM dual-circuit master brake cylinder from a different European supplier and fitted it to car.

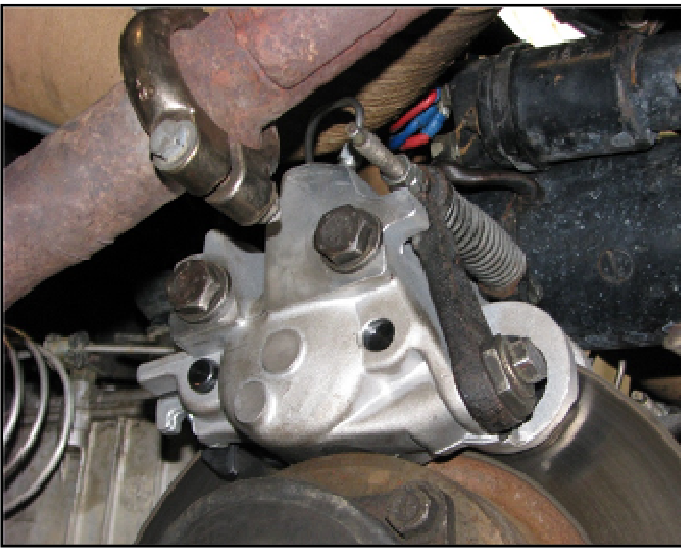
15. Bled the brake system.

16. This time, no wheels remained locked after pedal operation. Whew! Now we're starting to get somewhere. Fluid moving slightly better from the bleed nipples, but still well short of the normal response to pedal pressure and nipple opening. Well, after having fitted two new master cylinders and neither having fixed the problems, the fault has to lie elsewhere.

17. However, a new problem has appeared. When the brake pedal is released, the piston in the master cylinder (and therefore the brake pedal) was taking about 10 seconds to return to the fully out (brakes off) position, whereas it should return instantly.

18. There were no visible fluid leaks anywhere in the brake system, the fluid level in the reservoir remained constant, the pedal would not go down past a certain point, and the brakes were actuating and stopping the car, so it was taken out for a road test. It didn't appear to have safety concerns

19. Another new symptom then appeared. During the drive, the brakes slowly but surely became fully activated over say 8-10 Km of driving, causing the vehicle to be slowed and eventually drawn to a halt. Completely stopped on the side of the road. Couldn't move off. Brakes fully on. No free travel in the brake pedal and the brake pedal pressure was at maximum pressure.



*Figure 3 One of the new calipers*

20. Backed-off the brake master cylinder actuating rod lock nuts to provide 1-2mm of free-play. All good.

21. Car was able to be driven off.

22. Full brake lockup returned about 15 minutes later. Very little braking had been taking place. Adjusted the brake master cylinder actuating rod once again. All seemed fine. Drove off and reached home without further problems.

23. At this point, the car could not be reliably driven because of risk of the brakes locking up again. This is getting very weird and I'm getting very short of time.

24. Perhaps the old brake line rubber seals in the rear brake line union had broken up a little and were partially blocking the return fluid flow to the master cylinder, resulting in the 10-second retraction time of the master cyl-

inder piston. The union had previously been subjected to three hours of high heat to enable the three brake line fittings to be removed without damage. Perhaps they had been untouched since the car was new - 43 years prior. Still, this symptom was not there previously.

25. Thus, decided to again remove and thoroughly check/clean the rear brake line union for partial blockage, just to be sure. Nothing was found to constrict the fluid flow inside the metal union. All clear. Three new LHM brake line rubber seals were fitted and all three fittings done up securely. No problems there. However, the weak fluid flow during bleeding operations remained, as did the 10-second delay in retraction of the master cylinder piston, so I presumed the roadside brake lock-up problem was also still a possibility.

26. Alright, I'm now getting desperate. Once again, the symptoms point to a faulty master cylinder, but this has already been replaced *twice*, so just keep looking...

27. Could it be caused by (unstable) corrosion build-up in the fluid path inside the pre-loved brake calipers, causing poor fluid flow from the calipers? Still, there is very little fluid flow to/from the calipers as the pistons are "in contact" with the brake pads at all times. However, the calipers were previously heavily corroded around the piston surfaces and it took a considerable effort (some hours) of much heat, pressure and gratuitous verbal advice to remove the old pistons. But then, this shouldn't cause poor fluid flow from the rear bleed nipples as there is no connection between the two circuits.

28. To this time, I'd fitted two new master cylinders, pre-loved calipers with new pistons and seals, new rear wheel cylinders, confirmed proper adjustment and operation of the rear brakes twice, thoroughly cleaned the rear brake line union twice, and changed every brake line rubber seal in the entire braking system several times! The weird bleeding issue and delayed brake pedal return issue remained, and so did the risk of brake lockup on the road.



*Figure 4 The new brake master cylinder and reservoir*



## MOTORCLASSICA WELCOME DINNER

There will be a welcome dinner for CCOCA/CCCV members along with Interstate members attending Motorclassica 2019 which will feature a 100 Years Citroen Anniversary Display.

**WHEN:** FRIDAY 11 OCTOBER 2019

**TIME:** 7.00PM

This the Opening Day of Motorclassica and we are expecting to catch up with interstate and country members during the evening.

**WHERE:**

IL CARRETTO

479 Nicholson Street

Carlton North Vic

03 9347 6571



**ADDITIONAL INFORMATION:**

Italian food and Pizza - see the link provided. Great reviews for authentic food at a fair price and friendly service.

This restaurant is well priced (around \$ 35 per head) and is BYO or fully licenced to suit your choice.

We are expecting to fill a table of 20 for this event and more details will be provided closer to the dinner. Due to the numbers expected, we may need to order a set menu for the group.

[https://www.tripadvisor.com.au/Restaurant\\_Review-g255100-d1988503-Reviews-Il\\_Carretto-Melbourne\\_Victoria.html](https://www.tripadvisor.com.au/Restaurant_Review-g255100-d1988503-Reviews-Il_Carretto-Melbourne_Victoria.html)

**RSVP: ESSENTIAL      Tuesday 1 October 2019**

Enquiries to Ted Cross 0400 592 208 or Helen Cross 0419 356 963



**MONTH:** SEPTEMBER  
**WHAT:** GENERAL MEETING      Wednesday 25th  
**TIME:** 7.30pm  
**WHERE:** FROG HOLLOW RESERVE  
**GUEST SPEAKERS:** BOB & GAYE HERBERT

Bob and Gaye have spent several weeks criss-crossing parts of Europe and they will share their experiences/highlights with us during the evening. After spending 3 weeks in Paris and a road trip across France/Italy to Croatia to attend the 2CV World Meet they continued by road back to Paris via the Italian /Swiss Alps and the Alsace wine area in Eastern France. The trip was completed with another week in Paris and they arrived home the end of August.

The Evening will focus on the following:

**"Seldom Seen Paris"** will have some "Auto" bits/theme with a focus on things you don't notice if you are visiting for a short period of time. Definitely the quirkier stuff.

There will also be a brief photo and geographical section showing where the two Citroen factories were in Paris.

**An overview of the 100 Year Citroen Celebrations at la Ferté Vidame plus the 2CV World Meet in Croatia.** We will be provided with the opportunity to look at some of the rare/modified cars/characters that we don't see here.



There will also be some clear photos of the original 2CV/prototypes owned by Citroen and rarely displayed.

**RSVP:** Preferred      Monday 23 September  
Helen Cross      0419 356 963      crossfam@ozemail.com.au

29. Ok. I finally accepted we would need to organise a hire car in New Zealand for the Raid in view of the imminent "death" of the Duck, being that it's now 11.00 PM on the Sunday night before the car had to be driven to the freight company in Melbourne the following morning for the car's shipment to New Zealand. Ouch!

30. So as a desperate man now, and in complete disbandment of all logical diagnostic reasoning for doing so, I decided to remove the known good brake calipers from our green car and fit them to the Duck. What else could it be? There are only so many items in the brake system, and I'd already attended to them ALL, and some more than once!!!

31. After the "new" calipers were fitted, the system was bled again. There wasn't much change to the bleeding behaviour, and the pedal still took several seconds to fully return. In summary? No change at all. Ok. So it's not the calipers. (The temperature's risin' and the juke box is about to blow the fuse...).

32. Now I'm in complete and utter desperation mode. Free-fall mode. In the hands of the gods. The only spares I have are those in the shed with me, as there's no time to order new parts now. All logical reasoning has been exhausted, and I'm on hands and knees begging the car for forgiveness!! So in a true and final act of crash-and-burn defiance and desperation, the known good master cylinder in the green car was removed and fitted to the orange car.

33. The brakes were bled. In short? Eureka! Eureka! Eureka! The bleeding operation was instantly successful and totally normal, the pedal feel was absolutely normal, and the pedal returned instantly to its fully-out position when the foot was lifted. No wheels remained locked up. Everything felt and acted very normal. Still, only a test drive would prove if the problem(s) had really been resolved. A little late for that at this stage of the evening, er, morning!!

34. I put the last spanner down at 4.00 AM and went for a little shuteye. I slept soundly, but I reckon I still had a smile on my face when I drifted off to sleep!

35. Drove the car to the shipping company later that morning (also as the test drive!!) and all was good, albeit with borrowed master cylinder and calipers from the green car. Pedal operation was normal, brakes felt normal, no brake lockups. All good.

36. The car travelled over 7000Km during the Raid, and the brakes performed all as expected.

37. After returning home from New Zealand Raid and after picking up the car from the shipping company, the master cylinder and calipers were removed and returned to the green car from whence they came. A third new master cylinder was ordered from a (third) parts supplier, along with new calipers. These were subsequently received and fitted to the Duck, and all was finally perfect. What a saga. All it took was three new master cylinders!!!

## Summary

There's nothing more thrilling or better able to focus the mind than taking a car for a test drive in city peak hour traffic to test the brakes after a complete brake system rebuild, especially in view of the range of crazy symptoms and problems experienced beforehand. What a hoot!

Yes, two brand new master cylinders of different brands and different part numbers from different major European spare parts suppliers were faulty, and with not totally dissimilar symptoms. They were visually different products and with completely different packaging - brand, colours, part numbers, labels, barcodes, etc.

Perhaps they were from the same OEM batch from somewhere on the globe. That seems highly probable, but I don't know and perhaps I'll never know.

Is there a lesson here? Unfortunately for us 2CV owners, the answer is perhaps yes, and it is this: just because a new part is purchased from a reputable supplier doesn't mean the part was manufactured *and tested by the manufacturer* in accordance with Citroen's specifications and standards. But then, when looking ahead and hoping for good spare parts outcomes going into the future, I prefer to think it was purely bad luck this time. I really hope so...



## NOTICE TO MEMBERS

Early ID/DS cars running LHS2, which is always in short supply has now dried up, even the Netherlands ID/DS club is out of stock.

The substitute oil Castrol RR363 is at the moment available from Fastphase Classics in W.A. they have some stocks but also dwindling as the rights to this oil have been bought by Bentley, who as yet have not started production.

If you need any get in quickly.  
Rob Little



## Parlez-vous stunning car?

**This Citroen sat in a garage for 16 years.**

Her father bought this 1990 Deux Chevaux, or 2CV, the last year it was made, when she was a baby.



Geneva Long, CEO of Bowlus Road Chief travel trailers, with her 1990 Citroën Deux Chevaux, or 2CV, as it is known. Ms. Long's father bought her this car when she was born. She had to wait 16 years before she could legally drive it. IAN SPANIER FOR THE WALL STREET JOURNAL

By A.J. Baime  
July 30, 2019 9:48 am ET

*Geneva Long, 29, the Los Angeles-based CEO of Bowlus Road Chief travel trailers, on her 1990 Citroën Deux Chevaux, as told to A.J. Baime.*

My dad, John Long, has been collecting vintage cars for years, and growing up I would spend a lot of time with him in the garage. His first car was a Citroën ID19. He found it in a field and got it for free, and he still owns it—one of many Citroëns in the family.

My father had a particular affection for the Citroën Deux Chevaux, or 2CV, as it is known. He had a blue one called Beluga, and there was a pair he called Salt and Pepper because one was white, the other black. (Salt and Pepper shared parts, so they never ran at the same time.) Growing up, we would take drives in these 2CVs. I would sit in the passenger seat, and it would be my job to shift the gears.

### **Photos: The Swan Song of a Classic French Car**

Geneva Long, CEO of Bowlus Road Chief travel trailers, shows off her 1990 Citroën Deux Chevaux, made in its last year of production .



Gabriele Buzatu and Haydn Kelvy (Bottle of bubbly). Won best dressed at our Bastille Day club night. Above.

Likewise Lee and Graeme Dennes (bottle of red wine). Below.



# A Brief History of Front Wheel Drive

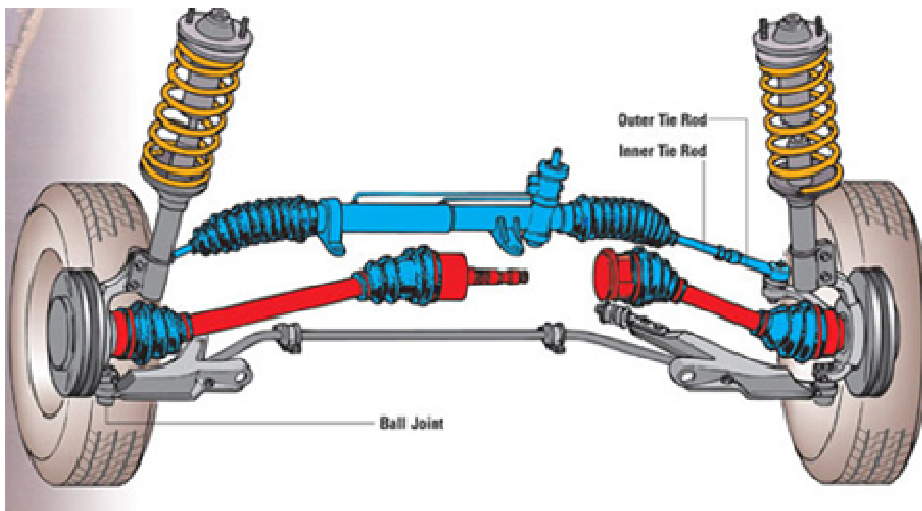
| April 6th, 2010 by Hugo Becker

BMW BLOG

In the beginning was the [Cugnot artillery tractor](#). More than one version of the three-wheeled front-wheel-drive (FWD) steamer came off the drawing boards in the second half of the eighteenth century. The apocryphal story goes to the effect that it plowed off the outside of a corner and into a wall. And thus front wheel drive and understeer have been forever linked.

## The United States Enters the Fray.

Fast forward to the opening years of the twentieth century and a 'difficult to get along with' designer-inventor, [John Walter Christie](#), created a series of technological-dead-end transverse-engined FWD monsters that were raced at fairgrounds across the United States. Seven is the generally accepted number of Christie's FWD racers – of which none are known to have survived.



In the 1920s, a Kansas City businessman, [Ben F. Gregory](#), built ten or so front wheel drive cars immediately after WW I. These cars had longitudinal mounted engines with a transmission in the nose connected to the differential in the front. Gregory employed a novel solution to allow power and steering to take place on the same axle, he adapted a [de Dion tube](#) to the front end.

In the mid 1920s, [Harry Miller](#) was approached by the board track driver extraordinaire, [Jimmy Murphey](#), and his mechanic, [Riley Brett](#), to build a FWD board track 'killer'. Miller suggested a transverse engine layout, but Murphey and Brett wanted a longitudinal layout to minimize the car's frontal area. That's what Miller did and the Miller FWD cleaned up the competition on board tracks. Miller used Ben Gregory's de Dion front suspension in the process. Miller's design was the basis of the [Cord L29](#), cleaned up by [C. W. van Ranst](#).

What's interesting is that Miller and Gregory worked with Christie during WW I, and [Riley Brett](#) had experience building cars in Kansas City at the end of WW I. Unfortunately, beyond those superficial connections, no real ties have been proven to exist between those men.

Up to this point FWD had been hampered by the lack of a solution to the odd pulsating motion that [universal joints](#) are subjected to when deflected at large angles. This normally isn't a problem on non-steering wheels (or on a propshaft) since the vertical motion of suspension travel is generally less than that of the horizontal angles necessary for steering (especially on a road car).

## Back to France.

All roads lead to France at this juncture, even though [constant velocity \(CV\) joints](#) were beginning to be developed elsewhere. A firm known as [Tracta](#) was founded to build cars that demonstrated a new, easily manufactured, CV joint. It was developed by [Jean-Albert Gregorie](#) (odd there's another 'Gregory' in the mix). This joint was picked up by the German firm, [NAG](#) and used in other cars, such as the [Adler Trumpf. DKW](#) also took interest in the joint and applied it to their two stroke transverse FWD 'kleinwagen' car. Other CV joints, such as [Rzeppa](#) (Ford) and [Weiss](#) (Bendix) were available

at the same time, but Germany and France were the innovators, and the [Citroen Traction Avant](#) was recognized as something of a breakthrough.

## Across the Channel.

In the mid 1950s, the automotive designer, [Alex Issigonis](#), found himself back at Morris, now part of BMC. His brief was to lay out three new cars and work was well underway on the first two when the Suez crisis intervened. As a result of the resulting charge towards small cars, Issigonis was approached by the chairman of BMC, [Leonard Lord](#), to develop a 'proper' small car unlike the "bloody bubble cars". That dovetailed neatly with Issigonis' thinking. He'd wanted to do another small car after his well received design of the Morris Minor.



The thinking for third proposal was to maximize passenger space. Issigonis started drawing and calculating space in one of his ubiquitous sketch pads. The idea for the original Mini was to stuff five people and their gear in 10 feet of car (along with engine, transmission, differential, wheel wells, suspension, and all the other bits needed to make the car roadworthy). This constraint of the car's length led to the two-box design that went against prevailing styling idioms.

Issigonis had previously experimented with transverse front wheel drive on a modified Morris Minor. But no one up to that point had attempted to mass produce a transverse FWD vehicle.

Issigonis utilized a Hardy-Spicer Birfield joint (a license built Rzeppa), that was being used in submarines, to send power to the front wheels. Another issue was the potential intrusion of the wheel wells on passenger space. The solution to this was sourcing a 10 inch wheel and leaning on Dunlop to build a suitably sized tire.

The suspension had to accommodate the space restrictions and the potential for the payload to equal the unladen weight of the car. Coil or leaf springs wouldn't work and the hoped for Hydrolastic suspension wasn't yet far enough along for a production vehicle. Instead, the initial production vehicles utilized specially developed rubber cone springs and shock absorbers. Eventually the Hydrolastic suspension was incorporated in production.

The Mini took awhile to become hip, targeted initially at adults, it took those adult's children (British Baby Boomers) to turn it into a hit. And the Mini became the future.

## Ubiquity.

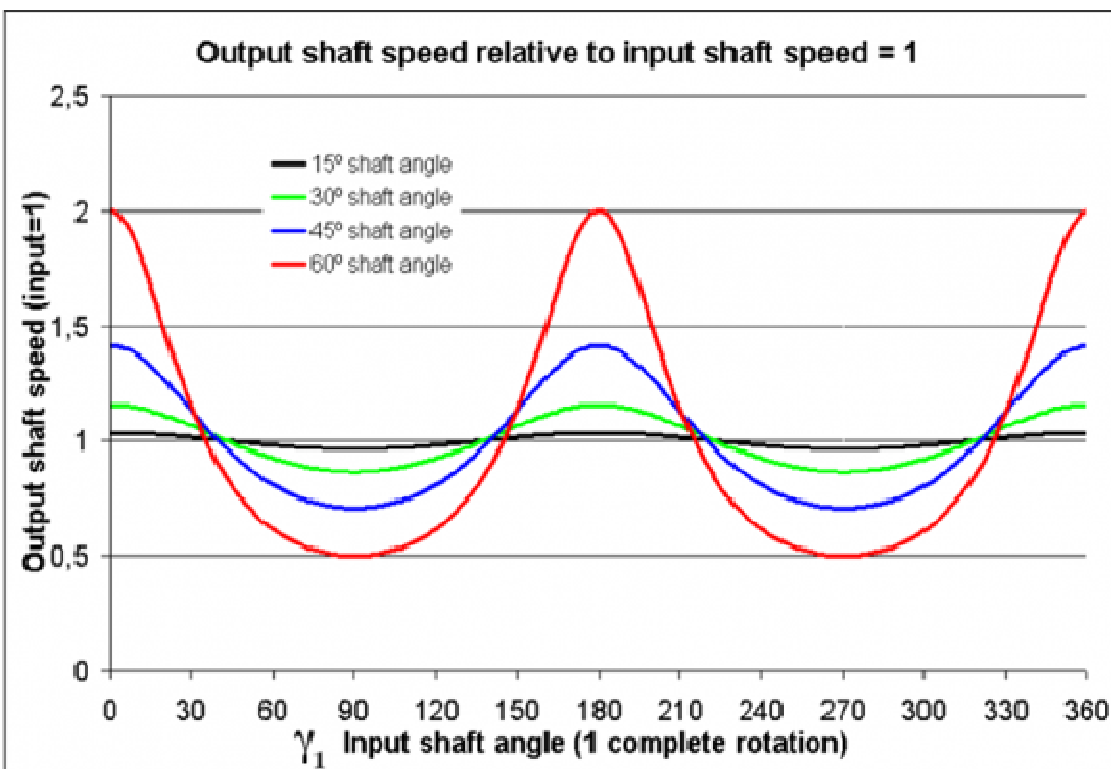
The Mini started the trend towards FWD ubiquity, the FIAT 128 added momentum. While Audi and GM (Toronado and Eldorado) still used a longitudinal engine mounting, more and more manufacturers migrated to transverse FWD layouts. This was to the detriment of long standing rear-engined rear wheel drive vehicles like the FIAT 500/600/850, Renault 4CV, Chevy Corvair, and Volkswagen entire lineup.

In time all major entry and mid-market manufacturers relied on FWD for the bulk of their offerings. Significantly Mercedes-Benz and BMW did not (and while Audi and Subaru offer all-wheel-drive, those offerings are derivatives of FWD antecedents).

BMW has announced that they are planning on building a sub-compact (B-class) BMW-badged FWD car in addition to any of their potential 'Project i' cars. Why would BMW do this? The logical explanation is that emissions and fuel economy requirements in world markets require a light-weight anchor for more extravagant offerings (X5 M, 760Li, etc). To build a premium sub-compact packaging becomes paramount and the subsequent choices are FWD or rear-engined, RWD. There may be engineering reasons for choosing FWD over the alternative, but history shows that rear-engine RWD cars died when the transverse FWD layout took over.

While this new FWD BMW will be available in Europe, it's uncertain that BMW NA will want it. This represents the potential dilution of the brand image in the North American market. And, historically, Americans have rejected premium small cars. (There are a couple of exceptions and

cars like potential 'Project i' vehicles may have an impact here.) However, the CAFE targets of 35 MPG are looming and we're seeing BMW's migration to smaller, high-tech, turbocharged motors as a result. The question for BMW NA is can they make the CAFE target without the entry level FWD car. I believe that they'll do everything in their power to meet the CAFE goal without importing a premium FWD model







# NAKED RACER CAFE



A very convivial atmosphere in the café, with lounge chairs, and open bluestone fire to warm us on a chilly day. Great food and drinks together with an amazing display of various brands of bike, particularly: INDIANS.

Would you believe? A Rolls Royce-Allison 250 series gas turbine fitted here @ 320HP @ 52,000 RPM. Output RPM 6,000 RPM. Toque: 425 ft/lbs @ 2,000 RPM



# MALING ROAD AUTO CLASSICO



ABOVE: Morris Minor 1000 Estate car.

RIGHT: Messerschmitt three wheeler.

LEFT: Citroen DS outside "The Bakery".



TOP: Rolls Royce.

BOTTOM: VW.

ABOVE: Let's pack a hamper and go on a holiday!

ABOVE: Morgan. BELOW: Café culture with cars in the courtyard.



## ADJUSTING THE CLOSING POSITION OF THE 2CV SECONDARY CHOKE BUTTERFLY

By Graeme Dennes

*Er, adjusting what??? Er..., why??* With your 2CV, have you found a situation where the engine idle speed is too high and you weren't able to correct it? Have you experienced rough idling which couldn't be corrected? If so, the following may assist.

Background: The Solex dual-choke 26-35 CSIC carburettor was fitted to the 2CV from 1978 onwards. In a correctly set up carburettor, when running at the correct engine idle speed of 800-850 RPM, the carburettor's primary choke and butterfly are supplying the required air/fuel mixture to the engine. At the same time, the secondary choke is fully closed off by the secondary choke butterfly. (The secondary choke butterfly only opens at the higher throttle settings.)

This carburettor had at least two variants in its life, and this article is based on the second variant. However, it is functionally applicable to all 26-35 CSIC carburettors.

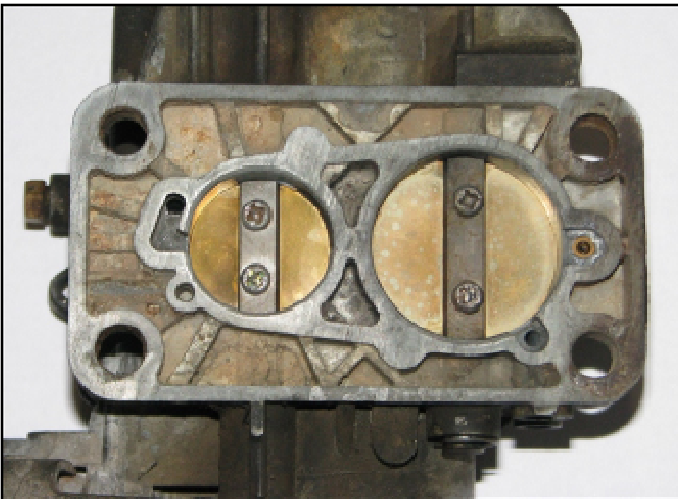


Photo 1 above shows the bottom of the carburettor with both butterflies closed. The smaller butterfly on the left controls the quantity of air/fuel mixture from the (smaller) primary choke, while the larger butterfly on the right controls the quantity of mixture from the (larger) secondary choke, the energy source of the 2CV's unbridled power!

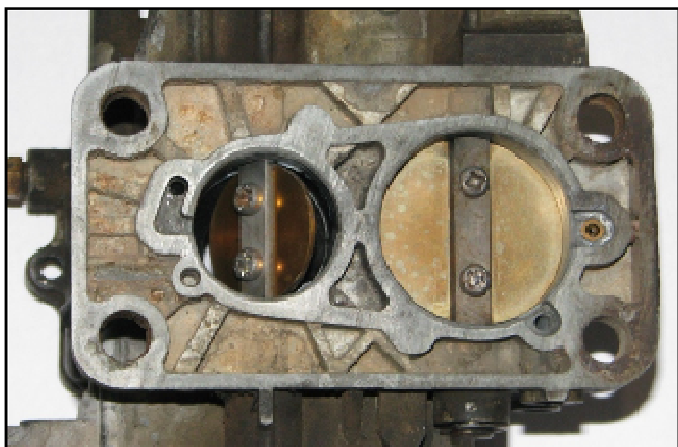


Photo 2 above shows the butterflies as they appear with a partially open throttle. The primary butterfly is partially open, while the secondary butterfly remains fully closed.

The typical symptoms: Should we find that the engine idle speed is too high, we normally bring it back to standard by turning the idle speed adjustment screw anti-clockwise. Sometimes after doing this, the engine idle smoothness isn't at its best, and so we normally need to enrichen the fuel mixture by turning the idle mixture adjustment screw anti-clockwise to correct it. This situation may be repeated over time.

Help!! At some point, we may find that the idle speed adjustment screw has been unscrewed to the limits of its threads, and yet the idle speed still cannot be lowered sufficiently. We may also find that the idle mixture adjustment screw has been unscrewed to the end of its travel, yet the rough idle remains. Both of the screws have run out of adjustment. *Something is very wrong here. Not happy Jan!*

And the cause is: *Should the secondary choke butterfly become ever-so-slightly open at idle for whatever reason, that additional small air flow into the engine will be enough to increase the idling speed and act as the genesis of this report.*

At the same time, the small venturi depression in the secondary choke from the extra (small) air flow will not normally be sufficient to draw in fuel from the secondary choke fuel system, so the extra air being taken in will cause the net air/fuel mixture reaching the engine to be leaned, causing a rough idle.

To summarise the analysis: Consider a correctly setup 2CV running at idle. We then slightly open the secondary butterfly, which allows a small volume of extra air to enter the engine, adding to the air volume already entering via the primary butterfly. The increase in the total air flow into the engine causes the idle speed to increase. As the extra air entering via the secondary butterfly will not be carrying fuel, the extra air leans the air/fuel mixture reaching the engine. (High idle speed, lean mixture.) We then adjust the idle speed adjustment screw anti-clockwise to reduce the total air volume reaching the engine, sufficient to bring the idle speed down to our desired setting. (Correct idle speed, lean mixture.) We then turn the idle mixture adjustment screw anti-clockwise to enrichen the air/fuel mixture reaching the engine, sufficient to result in the smooth idle we seek. (Correct idle speed [air flow], correct mixture [fuel flow].) All good.

Although we may be tricked into believing all is well, the idle speed adjustment screw and the idle mixture adjustment screw have both been unscrewed (outwards) somewhat from their "normal" settings, all because the secondary butterfly is not properly closing off the secondary choke at idle.



Now the scene becomes clearer. If the secondary butterfly slowly but surely continues to open up at idle, and we continue to unscrew the idle speed adjustment screw and the idle mixture adjustment screw per the above, then over time, we'll run out of adjustment on these screws. Of course, all the while, the engine is still happy. It sees the correct air volume and the correct air/fuel mixture, so it knows no difference. (There may be small driving consequences in that the air/fuel mixture across the throttle range and across the engine RPM range may not necessarily be as ideal as Citroen intended, but we may not notice that.)

The above discussion presupposes that the carburettor and base gasket form an airtight seal with the inlet manifold, and the carburettor base mounting nuts are firmly secure. Any air leakage into the inlet manifold from around the base of the carburettor is akin to the unwanted air being taken in via a partially open secondary butterfly. It's also presumed that all other aspects of the carburettor are correct, such as the needle on the idle mixture screw is not bent or damaged, the fuel floats are in good condition, the floats can move freely without binding, the float height is correct, the float valve is serviceable and firmly seated, all carburettor jets are clear of dirt, all jets are firmly seated, all jets are of the correct size as specified for the car, the top cover gasket is in good condition, the top cover securing screws are firmly seated, etc, etc.

*Well, Baldrick, what's your cunning plan?* The carburettor will need to be removed from the vehicle to gain visual access to the secondary choke butterfly. The secondary butterfly's closing position is affected by the secondary butterfly's adjustment screw, which can therefore *prevent the butterfly from fully closing off the secondary choke at idle* – the underlying issue. This report is to help the reader ensure the secondary choke butterfly in your 2CV *does* properly close off the secondary choke at idle.



Photo 3 above shows the secondary choke butterfly closing position adjustment screw in the centre of the photo. Note the small spring clip fitted to the adjustment screw to pre-

vent it from moving.

On at least one earlier 26/35 CSIC carburettor, the adjustment screw was located on the opposite side of the carburettor, attached to the secondary throttle (butterfly) shaft. The Haynes book shows some 26/35 CSIC variants.

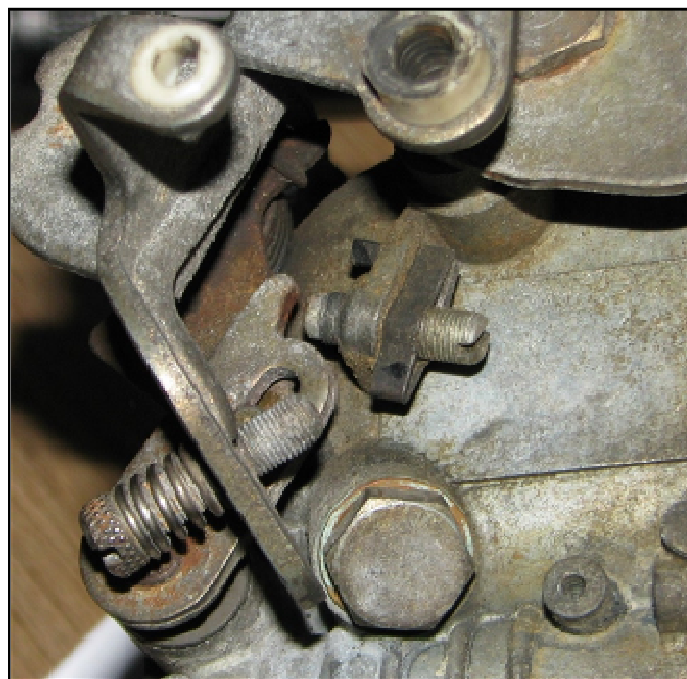


Photo 4 above shows the “stop” arm which is attached to the secondary butterfly shaft. In the photo, it's positioned behind the idle speed adjustment screw and spring at the lower left. The butterfly adjustment screw has been unscrewed so its tip is well clear of the small tab on the end of the “stop” arm to ensure the secondary butterfly can fully close when the throttle is fully closed, our *raison d'être*. (As an aside, the large hex-headed “bolt” to the lower right of the idle speed adjustment screw is a removable metal cover which provides screwdriver access to the primary choke main jet. Ensure this cover and its flat washer are firmly seated to prevent fuel leakage from the carburettor.)

To the best of the writer's knowledge, Citroen never intended for the secondary butterfly adjustment screw to be adjusted, being that no formal Citroen procedure for doing it has ever been sighted by the writer. It was adjusted and set during manufacture, and that's that. In fact, as a deterrent, a moulded plastic cover was permanently fitted over the adjustment screw to act as a reminder that it's not adjustable, just in case we should ever become sufficiently inquisitive about it! (*Mmmm, he says knowingly...*)

In the absence of any known formal procedure for performing the adjustment, and to bring any black-art knowledge out into the open, the writer prepared the following procedure which ensures the carburettor's secondary butterfly, idle speed adjustment screw and idle mixture adjustment screw are operating as Citroen intended. Here we go!

Continued next page

← Remove the carburettor from the car and place on a clean workspace.

1. If the secondary butterfly closing adjustment screw is fitted with a plastic anti-tamper cover, snip off the top of the cover to gain access to the adjustment screw. In the photo above, the plastic cover has been completely removed from the adjustment screw.
2. After ensuring that the carburettor's throttle assembly is in the fully closed position, turn the secondary butterfly adjustment screw anti-clockwise until the screw tip is well clear of the "stop" arm tab, per the photo above.
3. Rotate the throttle assembly to the fully open position (ie with both butterflies fully open), then release it, allowing the secondary choke butterfly to "snap" back into its new closed position in the secondary choke while ensuring the tip of the butterfly adjustment screw remains well clear of the "stop" arm tab. Repeat this several times until satisfied that the secondary butterfly is positioning itself centrally within the secondary choke and is fully sealing off the secondary choke. It must not be binding throughout its movement range. Repeat this a few more times, just to be sure! Just to be sure!
4. Turn the butterfly adjustment screw slowly clockwise until the tip *just* contacts the tab on the "stop" arm but does not move the "stop" arm, then turn the adjustment screw anti-clockwise by half a turn to ensure the screw tip is *not* in contact with the "stop" arm tab.
5. Return the carburettor to the car and adjust the idle speed and idle mixture. Now that the secondary butterfly fully closes off the secondary choke at idle, the idle speed adjustment screw may need to be screwed inwards (clockwise) to increase the idle speed to the required setting, and the idle mixture adjustment screw may need to be screwed inwards (clockwise) to lean the idle mixture sufficiently so as to obtain a smooth idle.
6. After the car has been taken for a run and fully warmed up, repeat the idle speed and idle mixture adjustments with the engine at operating temperature.
7. After driving one or two hundred kilometres to allow the secondary butterfly to fully seat itself in its new position, adjust the secondary butterfly adjustment screw again by turning it two turns anti-clockwise, then repeat step 5 above.
8. Take the car for a run to fully warm up the engine, then recheck the idle speed and idle mixture settings.
9. All done.

Note: The writer first read about this secondary choke butterfly issue in an English automotive textbook in the late 1960s. In principle, the underlying cause and solution described here is applicable to any dual-choke, progressive-action, carburettor feeding a single air/fuel stream to an engine. The problem occurs if the second(ary) choke is intended to be closed off at idle, and it's not!



## COMPETITION

Members are invited to enter a photographic competition using their car/cars to illustrate a Citroen automobile in various forms.

These images may be used for either front or back covers of the Newsletter, and an annual calendar.

Subjects are: Citroen as—

- AS ART
- CARRYING GOODS
- ON HOLIDAYS
- UNDER RESTORATION etc.

You must include a caption that is appropriate for the image.

GET CREATIVE as a prize will be awarded by the committee in November for the image deemed the most descriptive.

Send good quality (either vertical or horizontal) images to the Editor at : [photoimage2001@yahoo.com.au](mailto:photoimage2001@yahoo.com.au) with the heading: **Competition** in the subject line.

Include your name otherwise we will not know who sent them.



# The Barn And Scotty's Garage



**The Barn and Scotty's Garage**, located in the Lockyer Valley hamlet of Flagstone Creek, is well worth the 1 hour and 40 minute drive from Brisbane for old-fashioned country hospitality, home-style cooking and automotive museum.

Husband and wife team, Scott and Sarah, open their doors every weekend with Sarah running the Barn - a rustic café filled to the brim with bric a brac. Diners can eat inside or on the big deck overlooking the garden with a small playground for kids.



Breakfast fare includes bacon and eggs, omelettes, pancakes and waffles. Lunch options range from grilled sandwiches, steak and chips or the highly recommended Barn burger with homemade beef patty, coleslaw, pineapple, beetroot, tomato and greens; while the children's menu includes baby barn burgers, nuggets and chips or calamari and chips.

After lunch, step back in time with a visit to Scotty's Garage, packed to the rafters with automotive memorabilia from the 50's and 60's. Highlights include a vintage Indian motorcycle and 1956 Ford Thunderbird.



Just when you think you've seen it all, Scotty slides back the rear door to reveal a replica 1950's diner with dance floor, Wurlitzer jukebox, pinball machines and more memorabilia - including an original dodgem car from Luna Park. The diner can be hired for functions.



Need to know - There is a small admission fee to Scotty's Garage: \$10 per adult, \$5 per child or \$25 per family. Children under 5 years old are free. The Barn & Scotty's Garage is open Friday to Sunday only.

*By Deb Lidster*

**The Barn & Scotty's Garage**  
1709 Flagstone Creek Rd Upper Flagstone Creek  
QUEENSLAND

**Opening Hours** Ring to verify before you come as we may be booked out for a function/wedding etc.

Hours: Friday 10.00am—3.00pm

Saturday & Sunday 8.00am—4.00pm

<http://www.thebarnandscottysgarage.com.au/>



07 4697 5334

# Club Permit Scheme

For cars manufactured after 1948

## CPS RENEWAL

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.

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.

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, the 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 an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).
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. As proof of ownership the car owner must 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 advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by VicRoads.

See also [the VicRoads CPS changes from 31 Jan 2015](#)

6. Ensure that during the permit issuing procedure at VicRoads the correct CCCV authorising signatures are used and that the permit is assigned to the correct club.

**Note:** Please contact our CPS Secretaries before sending papers for signature to avoid the possibility of them sitting in the club's PO box for several weeks. (A stamped, self-addressed envelope would be appreciated)

Ferdi Saliba (Deer Park) :	0409 384 977
Dave Rogers (Frankston) :	0422 229 484
Tom Gruzca (Nunawading) :	0431 396 277
Bruno Tonizzo (Endeavour Hills) :	0418 945 461
Peter Moloney (Ashburton) :	0411 869 705

Postal Address: CCCV-CPS c/- PO Box 122 Nunawading Victoria 3131

**For pre-1949 vehicles, CCCV will conduct its own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).**

For more information see this [VicRoads Website](#) link

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

## IMPORTANT ADVICE

It is vital that CPS plated car owners maintain their financial membership with the club.

If memberships are not renewed on time the CPS permit is immediately invalid.

It has insurance implications and potentially legal consequences.

The same applies if you use your car whilst the permit has expired.



# 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@citroenclubvic.org.au](mailto:editor@citroenclubvic.org.au) or ring (03) 97285526

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

Send to

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

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

## MEMBERS:

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

Thank you.

### Citroen Parts For Sale

2/19

#### 2CV –

1. Red roof – good condition and good glass
2. Raid style tubular aluminium bumper bars, with tow bar – good condition

#### CX

1. 2400 Pallas boot lid – very good but no lock
2. Bonnet – very good no rust, no dents and undercoated.

#### D Models

1. Left side front door with glass and winding mechanism – good condition
2. Complete engine (DS21) with manifold – condition unknown
3. Complete 4 speed manual gearbox. Selectors work
4. Complete D21 head and manifolds
5. 2 Weber dual throats carburettors complete
6. Fuel tank with guard cover
7. Fibreglass roof in very good condition but with rust in the 16 bolt metal frame
8. Starter motor by x 2
9. Generators x 2

Make a responsible offer and the item is yours and I have gained some space in my garage and some money for the ongoing repairs of the other cars. Parts are at Fingal.

Contact Richard Ward 0417 316 060

## CAUTION



It has again been brought to our attention that some vehicles on club permits may be being used for commercial gain as wedding cars.

Whilst it is indeed a wonderful privilege for a family classic to be used in a family wedding it is against the rules of the scheme for permitted vehicles to be used for commercial purposes.

Can I ask all clubs to please strongly remind their members of this and make them aware that the Wedding Car Association has also raised this issue actively with VicRoads and other Government bodies.

Please do not let it be your club or members that spoil this brilliant scheme due to the actions of a few.

Reprinted from the AOMC Newsletter August 2019  
Ed.

# Sales and Wants

## GS 1220 parts for sale or storage

5/19

- 1 bonnet
- 2 front guards
- 2 inner front guards
- 1 front under tray
- bumper bars
- 1 headlight panel
- 1 set engine shrouds
- 1 complete engine in good condition
- 2 gearboxes
- 1 set of drive shafts
- 1 rear end sub frame complete with susp. arms
- 1 set of upper and lower front susp. wishbones
- pair of rear chrome-framed side windows
- rear glass windscreen.

- many small parts in numerous boxes
- pair of headlights.
- dashboard and console components
- steering wheel

I'm open to sensible offers for individual parts, or the offer of safe undercover storage for all the parts in Melbourne, with first refusal given to the storer to purchase any of these parts at nominal, or no price, as required.

Alternatively, I will sell the lot for \$1,000. Parts are currently in Melbourne in temporary storage as I have no room to house them with my GS 1220 in SE Queensland.

**Contact: Michael Browning on 0418 324 328 or [michael@browning.com.au](mailto:michael@browning.com.au)**

## AUTO TOOLS AVAILABLE TO MEMBERS

**USE ONE** of the many tools that the club has available for members to borrow.

A full detailed list of what is available is listed on the Club's website.

## CLUB SHOP

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

SEW ON CLUB

BADGE—\$7.00



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

Seals (O Ring) Spheres

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



## Sales and Wants

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

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

This service is strictly CCCV members only

**CONTACT WOLFGANG SIEM ON 0425 872 082**



### Citroen Xsara

3/19

Reg. SVD 000 2004 Manual  
2 door coupe 5speed transmission 4cyl 1997cc  
One Lady owner – 59000 kms Vin: VF7NORFSB73838916  
Excellent condition interior and exterior. Colour: light grey Metallic paint  
Located in Mount Martha, Victoria.  
Contact: Ph 59741073 or Email: [paul.lamblin@bigpond.com](mailto:paul.lamblin@bigpond.com)

### 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

### 1981 Citroen 2CV6 Club \$12500

12/18

Imported and owned by one owner since 1992. This is the disc brake model. Mileage is about 350,000 km. About 100,000 km on the second engine. "Harriet" has been garaged throughout this time. She has been lovingly serviced by 2CV legend Ralph Hibble. For the past five years she has been mostly parked up while her owner has been sailing the oceans. Still loved but no longer needed, Harriet seeks an owner who will care for her. There are many spares and manuals, and so many wonderful memories.

For enquiries, contact Rob [rob@intrepidlk.com](mailto:rob@intrepidlk.com) mob 0498 553 690 Reg: B5X 288



### For Sale Citroen (12&15) Workshop manual

07/19

**Price \$100.00**



Contact: John Craddock Email: [crash31@gmail.com](mailto:crash31@gmail.com)

### Wanted - Tow Bar

08/19

I need a Tow bar to suit my 2007 C4 hatch turbo diesel, with the wiring harness if possible.

Peter Jelly. Ph 5956 7345. 0418 391 656 [peter.jelly2@bigpond.com](mailto:peter.jelly2@bigpond.com)



## BEAUTY IS IN THE EYE OF THE BEHOLDER

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Fax: (02) 9484 1900

[eai@eai.net.au](mailto:eai@eai.net.au)

[www.eai.net.au](http://www.eai.net.au)

## LHM SALES *(Strictly Members Only)*

ABN 74557610508

**\$12.00 for 1000 ml container**

*Cheque or money order (payable to CCCV Inc.)*

*Note: Purchasers must receive a receipt.*

Mentone	Stephen Maloney	0438 155 797
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
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Also available from club shop at club meetings.



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