

# **THE** **CCCVA** **NEWSLETTER**

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

**August 2022**

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



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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.  
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

**August 18th**

**Club night in our clubrooms**

**Norcal Road Nunawading.**

**8.00pm**

**It's all about Motor Sport & a  
guest speaker who has spent a  
lifetime in it.**



## NOTICE TO MEMBERS

### RE: CLUB PERMIT SCHEME SECRETARIES

A reminder that if you require renewal of your vehicle's CPS registration, or if you require a new CPS registration, the required forms (see Club website) must be completed and sent (together with a return addressed, stamped, envelope) to:

CCCV-CPS, C/- PO Box 122, Nunawading, Vic., 3131.

**As some members are on a major  
2CV Raid up north, the only  
members available to sign your  
papers until the beginning of  
September will be:**

**Ferdi Seliba 0409 384 977**

**Bruno Tonizzo 0418 945 461**

**Please contact the above members  
only .**



## Vice President's Message August 2022

The French National Day, or Bastille Day as we know it, has been proudly celebrated by the French all around the world. Here in Melbourne, Federation Square was turned in a French marketplace with a range of French music, champagne, pastries and Can Can dancers. Interestingly, the festival was opened with the cutting of a baguette! On Saturday, the first day of the festival, I met up with Brian our CCCV Editor, and took in the sights and sounds of French culture while taking photos for our Magazine.

I don't know how the 2CV raiders celebrated Bastille Day, but I guess that it would have involved bread and cheese, all washed down with their favourite drink.

At the August meeting, our guest speaker will be Stewart Allen, talking about his many years of experience as a Motorsport Australia official.

The September meeting will not be held at our Clubrooms but we will be meeting at the Healey Factory with CCOCA. More details in the magazine.

In October, we will be getting together at our Clubrooms for our annual CCCV AGM and BBQ. This will be a great night to get together to vote in a new Committee.

Bruno Tonizzo

### FRONT COVER

View of the Sorrento Ferry taken on the day of CCCV and CCOCA Bastille Day lunch at the Sorrento Hotel.

### BACK COVER

Opening ceremony of the Bastille Day Festival at the EDGE in Federation Square Melbourne.

*The Newsletter proudly printed by Snap Printing  
Factory 2, 8 Enterprise Avenue; Berwick.  
berwick@snap.com.au*

### DISCLAIMER

*This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your 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



**Club password for the month:** This has now been deleted and by simply logging on to the CCCV website: [www.Citcarclubvic.org.au](http://www.Citcarclubvic.org.au) you can view all sections including the newsletter without having to remember a monthly password.

**New Members .** CCCV welcomes the new members to our family: :- Simon Croome, David Cairns, Jose and Daniel Meleiro. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

**LHM OIL for members:** The price of LHM oil is now \$18.00 per litre as at 10/11/21 (see p/27 for your closest rep) Unfortunately we have had to increase this charge because of rising purchase cost to the club. It is still well below retail price.

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

## Events Calendar

2022

**Draft Activities Program**

2022

**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** Chit-Chat Tuesdays will be at Laneway Espresso Café – next door to Dromana Hotel – from 10 am onwards. This is a low-key “DIY” event for likeminded Citroen owners to meet and chat. Contact: Warwick Spinaze 0407 016 719 **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.**

## [AOMC NEWSLETTER](https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/62d104713c49c87bc43b2453/1657865362112/AOMC+News+156++July+++2022.pdf)

<https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/62d104713c49c87bc43b2453/1657865362112/AOMC+News+156++July+++2022.pdf>

<b>July</b>	<b>10</b>	Bastille Day CCCV & CCOCA at the Sorrento Hotel, Hotham Rd, Sorrento. <u>Pre booking essential. See p/6</u>
	<b>16-17</b>	Bastille Day & French Festival <b>Fed Sq</b>
	<b>21</b>	Club night-Don Scutt.
<b>Aug</b>	<b>18</b>	Club night-Stuart Allen Motor Sport
	<b>28</b>	Holgate Brewery Club Run - See p/6
<b>Sep</b>	<b>10</b>	Tech day at Ted Cross shed. See p/8
	<b>14</b>	The Healy Factory. Book/essential. See p/7
	<b>15</b>	<u>No club night this month in lieu of our visit to the Healy Factory the previous night.</u>
<b>Oct</b>	<b>07-09</b>	Motorclassica
	<b>16</b>	French Car Festival Cruden Farm Langwarrin see p/9
	<b>20</b>	Club night, AGM & BBQ at clubrooms.
<b>Nov</b>	<b>12-13</b>	Bendigo Swap Meet
	<b>17</b>	Club night
	<b>20</b>	Walhalla run

For more details on club events contact : Dave Rogers..

## CCCV Club Advice Line

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

## Forthcoming Club Events

### August 18th Club night

**Speaker: Stuart Allen**

It's no secret that across the nation, there are countless, passionate motorsport fans who volunteer as Motorsport Australia officials and help our sport thrive.

At every event, be it at the grassroots or national level, there are officials from all walks of life with a variety of experience and a different story to tell about their journey – all of whom have the common love for motorsport.

One man who would have come across thousands of these people during his life is Stuart Allen, who celebrates 60 years as an official this year.

Born in 1945 to a British father who raced in the United Kingdom before the second World War, it took Allen just 16 years to find a hobby that would stick with him for the rest of his life – and that hobby was motorsport.

Joining the Sporting Car Club of SA as a teenager, Allen's first event in the sport was the Australian Grand Prix, and soon enough he helped his father become an official – the two bonding over their love for motorsport and their desire to volunteer.



### August 28th Sunday Holgate Brewery Car Run

**FULL DETAILS AND RSVP BOOKING ON PAGE 6**



### September 10th Tech Day at Ted Cross shed.

**RSVP BOOKINGS ESSENTIAL**

**TIME:** 10.00AM

**WHERE:** Ted's factory

Factory 5,513 Hammond Rd. Dandenong South

**FULL DETAILS ON PAGE 8**



### September 14th Wednesday The Healy Factory

**TIME:** 7.00 to 9.30pm

**WHERE:** 646 Maroondah Highway Mitcham

**COST:** Nil

**RSVP:** 31st August

**RSVP BOOKING AND DETAILS ON PAGE 7**





# Country Run to Holgate Brewhouse, Woodend

Sunday 28<sup>th</sup> August 2022



**A day in the country with a brewery tour, tasting of artisanal beers (optional) and lunch at the Holgate Brewhouse, Woodend**

## Itinerary:

- 09.00 am - meet at BP Northpoint Service Station, 1 Scanlon Drive, Epping;
- 09.15 am - depart BP Northpoint for morning tea at Wallan;
- 09.45 am - morning tea at Fergusson Plarrie Bakehouse, 2/47 High Street, Wallan (note there are two other morning tea places within a few doors of this suggested venue);
- 10.15 am - depart Wallan for Woodend travelling via Darraweit and Romsey Roads (nice country scenery and plenty of ups and downs and twisty bits to make the drive interesting);
- 11.00 am - arrive Woodend;
- (approx.)
- 11.15 am - Holgate Brewhouse brewery tour followed by tutored beer tasting (tasting paddles of 8 beers will be \$15, purchase and participation in the tasting will be optional);
- 12.00 pm - Holgate Brewhouse lunch in private (provided numbers sufficient) dining room with log fire, full à la carte menu – food and drink own choice and own cost;
- 01.30 pm - finish lunch and have a brief wander around Woodend (or prop the Brewhouse bar??);
- (approx.)
- 02.15 pm - depart Woodend for a scenic meander back to Melbourne, travelling via Mt Macedon, Riddells Creek, Oaklands and concluding at Greenvale from where we will leave each other to make our own way home. This drive is approximately 67 km and will take about 1½ hours to cover. Participants in the day can, of course, opt out of this slow route back to Melbourne and make a quick trip back on the Calder Freeway – 70 km and about 50 minutes drive time to the M79/M2 junction at Airport West.



**RSVP:-** for the Brewhouse's catering arrangements and to determine whether we have exclusive use of the dining room this is an RSVP event to participate.

**RSVP to:-** Nick Hutton (event organiser) at [nhutton@tpg.com.au](mailto:nhutton@tpg.com.au) or on 0412 051 358.

**RSVP**

**deadline:** - not later than midday Wednesday 24<sup>th</sup> August 2022.

# HEALEY FACTORY



**EVENT:** Visit to the Healey Factory

**WHEN:** Wednesday 14<sup>th</sup> September 2022

**TIME:** 7.00 pm - 9.20 pm

**WHERE:** 646 Whitehorse Road  
Maroondah Highway  
Mitcham

**COST:** NIL

**RSVP:** 31 August 2022

**BOOKINGS:** [CCCV](https://form.jotform.com/221448492659871) <https://form.jotform.com/221448492659871>

[CCOCA](https://form.jotform.com/212202946372855) <https://form.jotform.com/212202946372855>

**MORE INFO:** Peter Moloney [peterm@crosstrees.com.au](mailto:peterm@crosstrees.com.au)

The Healey factory has once again invited us to attend their workshop.

This has always been a great experience, with his specialists staying back for the evening to show us all stages of the restoration process. There is a lot to learn, whether you are doing a restoration yourself, or if you are having one done by others and want to effectively supervise the quality of the work and know what questions to ask. While they specialise in Austin Healey, last time I was there I saw other makes undergoing the process including a very rare Facel Vega.

If you would like to come along, and we encourage you to do so, please register your attendance by using the links above.

If you have friends who are also motor enthusiasts, you are welcome to bring them along. You will need to Register them as well as yourself.

As numbers are somewhat limited, early registration is encouraged.

Tea coffee and biscuits provided.

Looking forward to seeing you and your friends there.

Peter Moloney

President CCCV



# SEPTEMBER

Saturday 10 September 2022

## Servicing & Technical Tips Day for 2CVs and Derivatives

Do you want to know how to service your car or need more knowledge about its mechanical workings, then this gathering is for you?



**TIME:** 10.00 am  
**WHERE:** Ted's Factory  
Factory 5, 513 Hammond Road, Dandenong South  
**LUNCH:** A light lunch will be provided.  
**RSVP:** Saturday 3 September 2022

**BOOKINGS:** *ESSENTIAL*

**Register**

**BRING:** Your questions and expertise.  
**MORE INFO:** Ted Cross 0400 592 208



# 2022 French Car Festival

*Cruden Farm, Langwarrin*

**SUNDAY 16TH OCTOBER**



- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.



Presented by the Peugeot Car Club of Victoria in association with  
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



[www.pccv.org](http://www.pccv.org)

For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 [aaorum@gmail.com](mailto:aaorum@gmail.com)

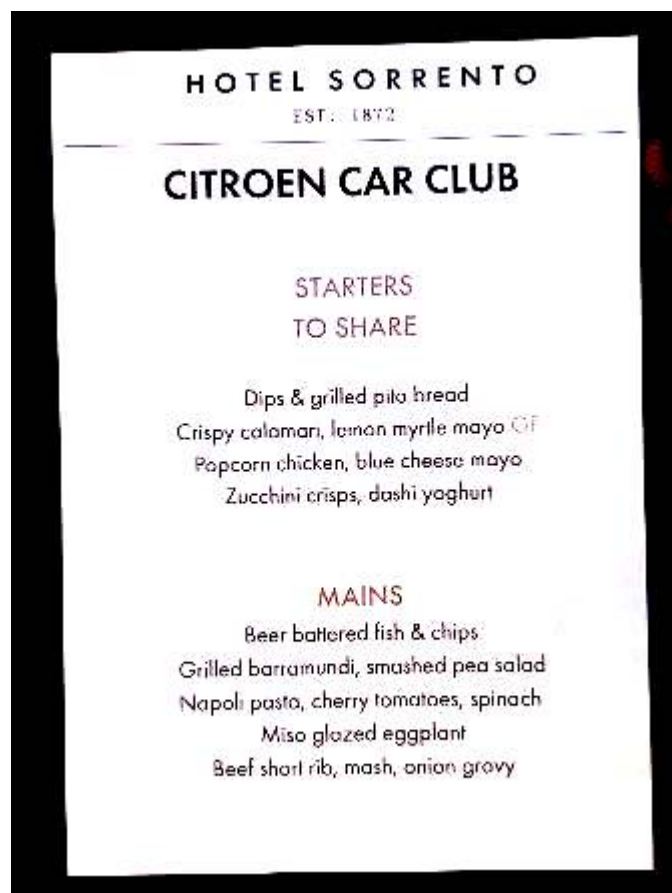


# Bastille Day Luncheon Sorrento Hotel Victoria



My day started off in Kilsyth, foggy and cold as one would expect at this time of year, however arriving in Sorrento the sun was shining and the temperature acceptable; indicating a pleasant day ahead. The tables were adorned with some former Cit-In decorations and the menus were waiting for our selection.

Considering many members were away on a 2CV trip to Cape York Peninsula it was not a large crowd, however the room was pleasant and seating comfortable for those who attended.



No great mental effort was required after our drive down there as we only had to choose the mains.

Starters were supplied as listed and I would have to say, very scrumptious. Drinks were available from the nearby bar.

After such a long lockdown, members appreciated the opportunity to once again mingle in person, tell tall tales of some repair they had made to their beloved Citroen, and renew friendships.

Another year has gone by, and with the age ranges of both Citroen clubs, one wonders how many will attend next year. Will you?

Ed.





Starters arranged on a wooden board.



Club Citroen of SA  
17-20 March  
2023



The River, the Lakes, the Coorong, the Hills, the Wineries, Monarto Zoo, The Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

The new Bridgeport Hotel in the centre of town overlooking the mighty River Murray will be the event's hub.

Our Cit-In Committee has been hard at work planning a diverse range of activities that are sure to keep you entertained!

Covid-willing, this 54th gathering of combined Australian Citroen Car Clubs will commemorate 75 years since the 2CV was launched in 1948 and continued in production until 1990 with more than 3.8 million 2CVs produced.



# Rare Rides: A Panhard PL 17 Tigre Cabriolet From 1963

By [Corey Lewis](#) on November 18, 2019



Rare Rides introduced the Panhard brand to the series a while back, showcasing the [little 24](#). The miniature coupe would end up as the last passenger car offering from the brand before it was stomped out by its parent, Citroën.

Today we'll take a look at an even smaller Panhard from 1963. It's a rare PL 17 convertible, in even rarer Tigre guise.

The PL 17 was the first Panhard model developed with guidance from Citroën. After the French giant got involved with the smaller manufacturer in 1955, all its models continued unchanged until the PL was introduced in 1959. PL was an all-new line for Panhard, and the direct successor to its Dyna Z model. Panhard started its Dyna line of cars with the Dyna X in 1945, and continued it through the Dyna Junior in 1951, and finally the Dyna Z that went on offer in 1953.



The new PL 17 was in fact a rework of the Dyna Z. While the PL was much more streamlined for a proper early Sixties look, it maintained the same 101.2-inch wheelbase. Modernization carried extra weight with it, and all versions of the PL weighed at least 200 pounds more than the equivalent Dyna Z. The extra heft was down to cheaper

steel panels that replaced the aluminum ones of prior Panhards.

Initially offered only as a sedan in 1959, a convertible version joined the ranks in 1961, followed up by a five-door wagon in 1963. In the earlier days of production, the PL sourced power from a carryover Dyna Z engine: an air-cooled 848-cc boxer two-cylinder offering 42 horsepower. The transmission sat at the rear; exhaust was at the front. 1960 saw the arrival of more power via an 851-cc version of the same engine. That meant a jump to 50 horsepower, or 60 for more powerful "Tigre" sports versions. A single transmission was available — a four-speed on the tree. Lightweight 180-inch cars could reach 81 miles per hour in standard guise, or 90 as Tigres.



All the while, Citroën had its hand on Panhard's pricing and model offerings. The company ensured that pricing was not competitive with Citroën cars, and thus Panhard was not a threat to other French marques, either. Though more refined due to its engineering, Panhards were less powerful and more expensive than other offerings. It wasn't all bad news though, as Panhard took the PL 17 out to do some rallying. With the PL, the marque placed first, second, *and* third in the 1961 Monte Carlo Rally.



The 17 continued with its small sales figures through 1965. At that point, it was replaced by the 24 as

Panhard suffocated under the wet blanket of Citroën ownership. Today's restored Rare Ride went to auction recently in Lyon, France, and was expected to bid between \$65,000 and \$88,000.







## Melbourne Edge Bastille Day Celebrations

While many club members were torturing their 2CV's on a trip to Cape York Peninsula, two avid members of both Bruno Tonizzo and Brian James headed off to the Atrium in Federation Square for the Bastille Day Celebrations for 2022.

They were there in time for the opening ceremony around 10.30am, and after a few introductions of those on the platform including Gabriel Gate, two lady members of the Australian Army sang individually both the French and then the Australian national Anthem.

A true French flavour then ensured by another two lovely ladies who vigorously danced the Can-Can.

The two CCCV members were most impressed.

At the entry to **THE EDGE** there were stalls of French cheeses and wines for tasting and purchase.

It would have just too easy to over-indulge oneself on such an offering.







In the **Atrium** there were other stalls of French food such as these delicious morsels above, an opportunity at a photo booth to be photographed in front of a backdrop of the Montmartre in Paris, Alliance Française for classes in the French language, and display of a new Peugeot 3008 car, together with a new Peugeot long wheelbase van from which a gentleman was dispensing free bottles of Perrier water.

From there both Bruno and Brian headed out for lunch and while walking down Flinders Lane between Hosier Lane and Swanston Street Bruno noticed a very small dead end lane to the left. **It was Scot Lane.** Immediately we saw the sign of French Toasties shown below. It was a good omen. We both had a great and fulfilling toasty each of sour dough bread brimming with content together with coffee. We can recommend it.

Afterwards, we headed to the Australian Centre of the Moving Image (**ACMI**) to see a fascinating display of old photographic equipment and history, then a brief visit next door to the **Ian Potter Centre** in Federation Square for a compelling display by an Australian photographer Ashley Gilbertson, of images titled: **Requiem of New York.** These had been taken during the Covid pandemic.

It was then time to head home on the train.

Ed.



# Why is changing a timing belt such an expensive job?

Updated 9 Oct 2019 Rowan Johnstone



If you've ever been unlucky enough to be in this situation, you've probably asked yourself this same question while on the way home from your local workshop, right after paying a pretty hefty bill for a timing belt replacement.

Considering a timing belt by itself is relatively inexpensive, you can be forgiven for questioning why replacing one is so expensive.

Replacing a timing belt is a labour intensive job, and this is where the cost comes from.

On most engines, replacing the timing belt first requires the removal of many other parts.

For instance, drive belts, pulleys or hoses that are either blocking access or could get in the way down the track need to be removed at the very start.

Some engines may even require the removal of the thermo fans and radiator.

On some cars, either the entire front end of the vehicle will need to be removed, or the engine will have to be lowered from the car in order to access the timing belt.

Once they have access, the mechanic will need to check over multiple parts to ensure they are working fine.

Items such as hydraulic tensions, seals and pulleys will all be inspected and replaced if required.

The timing belt will then be replaced, and camshaft/valve timing will be set.

After all of this, the mechanic will need to re-assemble everything and test it all to ensure your car is running smoothly.

## But wait, there's more!

If your timing belt is being replaced, it is highly recommended that your water pump be replaced along with it, as there is more chance of it failing once the timing belt has reached its replacement interval.

Replacing the water pump is no small feat on its own, so the logical decision is to have it done whilst the engine is already pulled apart for the timing belt replacement.

Many timing belts are sold in kits that include a new water pump.

Additionally, you should make every effort to replace your timing belt as per the manufacturer's recommendations, especially if your car has an interference type engine.

For interference type engines, your timing belt is there to stop your valves and piston's whacking into each other when they complete a stroke.

If you neglect to change your timing belt and it becomes too worn and snaps, there's nothing maintaining synchronisation between these two parts and stopping them from smashing together, which can then cause bent valves or damage to either your cylinder head or camshaft.

Trust me when I say, none of those are cheap fixes and can cause the cost of what could have been a straightforward timing belt change to sky rocket!

Relatively speaking, a cost of \$800 - \$1400 for a routine (every 80,000 to 100,000kms) timing belt change seems pretty reasonable compared to the several thousand dollars it could cost you to fix, or replace, an engine after a timing belt has snapped.

The best part is, you can head over to [AutoGuru](https://www.autoguru.co.uk) and get instant quotes for your car's future service intervals, allowing you to easily budget for your car's more expensive services that require the timing belt to be changed.



# Taking care of your exhaust

Updated 9 Oct 2019 AutoGuru



## Tips for taking care of your exhaust system

When you think of engine performance and efficiency, the exhaust system is probably the last on your list to check.

However, it is of utmost importance that you pay attention to the needs of your vehicle's exhaust system.

The exhaust system of your car might be breaking down or failing due to any reason that might include corrosion or any of the sensors going south

No matter what the problem may be, you can avoid all of these and avert a possible disaster by taking care of your car's exhaust system and checking it from time to time.

The exhaust system of your car is supposed to transport all the harmful gases out, reducing the pile up in the engine itself.

Taking care of the car's exhaust system not only improves the [fuel efficiency](#) of your car but also helps in ensuring the safety of your family and the environment itself.

So here are some hard and fast tips to take care of your car's exhaust system to ensure a long run without any trouble or compromise.

## First things first

The [check engine light](#) of your car might indicate a trouble for a variety of reasons.

If the light is on, you need to get and fetch the OBD or onboard diagnostics system that can alert you on any kind of fault or deterioration of the engine and exhaust system components.

Be it a loose gas cap, failed O2 sensors, engine misfire or bad catalytic converters - you need to identify the problem and then repair it at the earliest to avert further damage.

## Fixing the leaks

You might have heard how leaks always get into the systems and destroy everything - the same is true for your car as well. Most of the times, it's the gasket that fails and starts to leak.

However, even the engine exhaust manifold is a common place where the leakage might begin and settle in quickly.

The exhaust system of your car is subjected to pressure and intense heat along with a lot of turbulence or vibrations that not only weaken the system and pipes, but makes it vulnerable to leaks.

So whether it is heat, a defect or corrosion that is causing the leak, make sure that all your leaks are fixed soon enough.

Leaks can be dangerous, they can literally put you and your car down the pit for good. Just to be safe, get the car regularly checked for all internal or external leaks.

## Repairing the components and ready to go

The exhaust system is a critical system of your car and for it to function properly, you do need some very important components.

Even though some of them are supplementary, they do help a lot in overall performance.

For example, the exhaust hangers are important but they do get damaged easily. The damage to such parts can hurt the engine and sag the system. Such broken components should be replaced, if any.

Maintaining a good exhaust system isn't that difficult if you do realise its importance. Get your car [regularly serviced](#) and checked for precaution, it's better to be safe than sorry!

# How do I know my starter motor is faulty?

Updated 11 Oct 2019 Denis Doherty



A car engine is what is known as a feedback system - a system that essentially uses the momentum from one part of the engine's phase to ignite the second part.

This means once the engine has started, the gas and air mixture in one set of cylinders ignites, pushing those cylinders down and drawing another mix of gas/air in and the cycle continues.

The starter motor is what gets all this moving and it is just a powerful electric motor.

When you turn your key in the ignition, the car battery kicks the starter motor into life.

One end of the starter motor connects to a flywheel which spins, and that rotation turns the motor over, drawing in air. A quick jolt of electricity to the spark plugs and, voila, your car has started and the feedback system kicks in. The starter motor has done its job.

## How do you know if your starter motor is bad and what are the symptoms?

There are only a few things you need to look for. When you turn the key, does it start, or do you hear a clicking sound when you try to fire things up? Either could point to your starter motor. Try turning your interior lights and your headlights on and off. If they're working, that could eliminate a flat battery as the source of the problem.

How quickly does your car start?

If there's a wait for the engine to tick over or the motor seems to struggle, that could be your starter motor. Finally, is there a grinding noise when you turn your key? Starter motors have gears and, when they start to wear out, they fail to grip, causing this grinding noise.

It's the same noise you hear if you hold your ignition key on start for too long.

## What can cause a starter motor to burn out?

The most likely reason is that it remains engaged with the flywheel after the motor has started. That can be caused by user error (people leave the ignition key turned to start for too long) or by a fault in the ignition system itself.

## How do you start a car with a bad starter motor?

If you are desperate, there are some tricks you could try. First, try a jump start - sometimes the starter just needs a nice dose of good old electricity to get going.

You could also try a push start.

Push the clutch in, put the stick in second gear, have a (very) good friend or two push the car and, when you are up to a decent speed, let the clutch out.

Finally - and unless you are confident around cars, we wouldn't recommend these - you could try the following:

1. Look for signs of corrosion. Corrosion is the natural predator of electricity, so chip away and clean corrosion around terminals and connections.
2. Check the starter motor's earthing connection. Connect a jump wire from the negative terminal of the battery to the starter motor casing. If an earth wire is the problem, this should fix it.

These are temporary solutions, of course, and you should go to a mechanic to get things checked.

How long does it take to replace a starter motor?

That will depend on your car, but between two to four hours should cover it.

How much should it cost to replace a starter motor?

You can get new motors for around \$200, but budget for between \$400 and \$600.

*Denis Doherty learned to drive manuals when his dad took him out on flood-ravaged north-west Queensland roads and put him behind the wheel of the company's Toyota Land Cruiser. Since then, he has loved cars and the freedom they offer.*

*Despite knowing better, his first car was a Mitsubishi Sigma, but at least it was the GLX which was modified by motoring writer Peter Wherrett.*

*He currently drives a 1998 Holden Calais but still wishes he was in his Peugeot 206 GTI180.*



# Why does my car shake when idling?

Updated 31 Oct 2019 Jason Unrau



At idle, your car should feel smooth, with little more than the sound of your stereo reaching your ears.

But problems can happen, like that annoying vibration you're feeling in the steering wheel.

Since you're sitting still right now, it can't be the suspension or imbalanced tyres.

It has to be something with the powertrain.

If your car is shaking at idle, there are some common concerns that could be sneaking up on you.

Check out these six reasons that might need to be addressed, and how you should deal with them.

## Fouled Spark Plug

Unless you have a diesel-fueled car, it has spark plugs that ignite the air-fuel mixture that sprays into the combustion chamber.

Spark plugs need to be replaced every 100,000 to 160,000km or so, depending on your vehicle, so it could just be time for maintenance.

It could also be fouled by oil or engine coolant, a sign that your car has bigger problems – perhaps a leaking cylinder head gasket or worn piston rings.

If it's just replacing spark plugs, a DIYer with common mechanic's tools can usually do the job.

But if the Check Engine light is on or there's more to the problem than just changing spark plugs, it could be a large repair and an expensive fix.

Seek the help of an expert mechanic.

## Knock Sensor

A knock sensor identifies vibration in your engine and alters the timing to improve how your car feels, at idle especially.

If the knock sensor isn't correctly sensing vibrations, you're likely to hear a loud 'tap-tap-tap' from your engine at idle, called engine knock. Now the name makes sense...

For some cars, to change the knock sensor is easy as.

It's usually a single wire and requires only a ratchet and socket to change.

But for some cars, the knock sensor is tucked away under other parts and takes three hours or more to replace. The labour charges can rack up fast.

## Variable Valve Timing

Like the knock sensor, a variable valve timing switch could shake your car at idle like a carnival ride.

It serves very much the same purpose – to adjust timing for smooth engine operation.

But if the VVT switch isn't functioning, it can affect your car's performance too.

It's a tough job to do well and must be precise or you'll do more damage than good.

It's not a very costly repair but you should leave it to the pros.

## Worn Motor Mounts

You don't see it as often on modern cars as you did a decade or two ago.

Rubber insulators on motor mounts would deteriorate, letting the engine move around more than it should in the engine bay.

Left unrepaired, the twisting action can damage other parts like the exhaust, so it's best fixed soon.

Parts are rather inexpensive for most models, and they aren't overly time-intensive to change.

However, you'll need equipment to support the engine, so maybe a mechanic is better suited to the job.

## Dirty Fuel Injection System

Your engine won't run well if it's starved of fuel . . . seems like common sense, doesn't it?

Impurities in fuel build up on fuel injectors, causing them to spray unevenly and needing more fuel to make the engine run smoothly.

Using a fuel injector cleaner occasionally when you fill your tank is helpful, but the best cleaning is with specialised chemicals, and done by a mechanic once per year or so.

## Stretched Timing Belt

A rough idle could also be attributed to another serious condition – a stretched or skipped timing belt.

It keeps the camshaft and crankshaft synced together, but if it's not timed correctly, the engine won't run well.

If the timing belt breaks, your car is dead in the water.

It's a very detail-oriented job, and most home handymen aren't equipped to deal with it.

To replace the timing belt is several hundred dollars and is definitely a job for your favourite mechanic.

*Jason is a Canadian automotive content writer with a background in the auto service industry, but he's been hooked on cars and mechanics since childhood.*

## For Sale 1985 cx 2500 gti auto plus

7/22

Vin VF7MANG0002NG2808.

On club reg.

Body and interior very good

Front passenger seat squab needs recovering. Good sheepskins fitted.

Door cards excellent. Small superficial rust in one corner of bonnet. No structural rust noted.

Motor is very good..

Sounds too good to be true!!!!

It has great towbar with electrics and I purchased original Cibie Oscars and Iodies to fit.

Was completing an electrical tidy up when auto decided to not engage forward gears.

The diagnosis varies from being inexpensive electrical to expensive mechanical.

I favour the first as it happened 'out of the blue' at home.

It still requires completion of cabin electrical work and 'voila' a great car.

But I am exhausted with too many classic car irons in the fire and I would like it to go to a good Citroen home.

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Injectors serviced

New 'posh' plugs and leads.

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New radiator and hoses.

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Steering rack

Spheres

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Bonnet

Boot lid

Various other smaller items for cx Mileage. 139k

As is. \$7000.

Car is in Fingal and garaged

If interested please phone Richard on 0417316060.





# Sales and Wants

## For Sale 2000 Xantia Activa Mk 2 CT Turbo

06/22

4 cyl 1998 cc 5 speed manual

Custom Reg plates CITXAN

Reg to 8/9/2022

VIN VF7X7RGXF72042196

Eng. No.10HKB83000819

Odometer 243639

Special import from new

Exterior: Small area of damage left side of bonnet

Interior: Good, some cracking in leather of both front seats.

Extras: Sun roof, tow bar, cargo net

Maintained by Paris Motors

Previous owner Gary Edwards \$5000

Located in Camberwell Contact Colin 9822 2864



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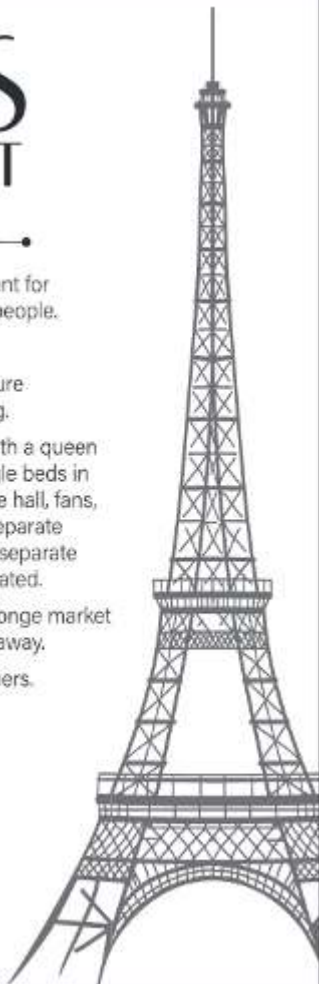
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**If you suspect your car's paintwork could be peeling, here's a step-by-step guide on how to solve the problem.**

- 1.Step 1: Examine and Clean the Area. ...
- 2.Step 2: Sand the Area. ...
- 3.Step 3: Prime. ...
- 4.Step 4: Apply the Paint and Clear-coat.

YOU TUBE VIDEO

<https://www.youtube.com/watch?v=5BbyeHdluxg>



## For Sale.

04/22

**1974 DS23 Pallas, EFI, 5 Speed Manual with Air-Con. Located in southern suburbs.**

33,272 ks? Chassis No 02FG5021.

Black leather interior seats in good Nic but arm rests are a bit cracked.

Paint is not as good as it looks in the pictures and will need attention at some stage.

Reconditioned steering rack, 123 ignition, Retro Citroen radio, stainless steel exhaust pipes, comes with some spare's

Street rack, sphere's, ECU, hubcaps, 4 x door windows and a rear window, instrument cluster plus others.

Price \$ 41,000

Mark Robinson, 0403822401. Email [mtrobo@iinet.net.au](mailto:mtrobo@iinet.net.au)





# 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.

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. Ads are now for paid up members only.

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

**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.**

Member Colin Bates has a large, "inherited", inventory of miscellaneous spare parts and tools (general automotive, not specifically Citroën) which he has kindly offered to make available to CCCV members free of charge. The inventory can be viewed by clicking on the link following:

[http://citcarclubvic.org.au/wp-content/uploads/2022/07/Spare-parts-inventory\\_Bates\\_July\\_2022.pdf](http://citcarclubvic.org.au/wp-content/uploads/2022/07/Spare-parts-inventory_Bates_July_2022.pdf)

If you are interested in any item(s) on the inventory list please contact Colin on 9822 2864. Items will be for pick up from Glen Iris.

8./22

## DS23 Tow Bar and Ball for sale

2/22

Tow bar and ball with electrics for sale. Caulfield Pick up. Tow bar and ball. \$80  
Also a centre arm rest in Dark brown leather, in hood condition. Centre Arm Rest. \$100

Contact: [colinberwick@y7mail.com](mailto:colinberwick@y7mail.com) or on Mobile 0413 348 413.

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## Wanted to buy

4/22

Front driver side mudguard and bumper bar to suit 1996 Citroen Xantia.

ph 0404211223 [mrpdwhite9@hotmail.com](mailto:mrpdwhite9@hotmail.com)

## For Sale Citroen 2CV 1987

3/22

Very clean original vehicle, no rust.

56574 (miles)

Vin. Vf7azkaooka262014

Engine number 0906026582

On club plates which won't be sold with it.

Has been sitting taking up garage space, time for a new owner.

~~\$25,000~~ Now reduced to **\$22,000**

Phone 0417361049..Western Victoria



## Citroen C5 2004 Estate - SIB469

**\$5500 - RWC supplied**

8/22

KM - 229375

TRANSMISSION - 5 speed manual

ENGINE - 2l 16V petrol

SUSPENSION - Hydractive 3+

TYRES - About 40% remaining

REGISTRATION - October 2022

FACTORY - Leather seats (front fair), heat reflective windscreen, dual front sun-visors, remote window open / close, rain-sensing wipers.

AFTERMARKET - Cruise control, electric sun-roof, towbar, wool seat covers (GC - supplied but not fitted), JVC KD-DB56 Radio CD with DAB, integrated to steering column stalk.

Greg Segal - 0428 481 985







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