

# THE CCCVA NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

December 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

# WANTED

**DOES ANY MEMBER HAVE SPACE TO HOLD A TECH DAY  
IN 2023?**

**IF YOU HAVE A LARGE SHED THAT WOULD BE GOOD, IF  
YOU ALSO HAVE A HOIST THAT WOULD BE EVEN BETTER.**

**Please contact Michael Faulks on 0432 537 960  
president@citcarclubvic.org.au**

**or**

**Dave Rogers on 0422 229 484 drogers11@gmail.com**



I'm not sure how you are all feeling but November seems like it went past in the blink

of an eye. Come to think of it, the same can be said for the entire year. Christmas is barely a month away with the new year not far behind it, yes you read that correctly! If you're not already planning, then perhaps it's time to man the panic stations. The Club's Christmas BBQ is coming on December 11<sup>th</sup> at Frog Hollow reserve in Camberwell. A reminder that those wishing to attend will need to RSVP by the 1<sup>st</sup> December. For those not celebrating Christmas, the end of the year offers some quiet time to relax or get stuck into the next project. There's a BX16V out in the shed that keeps looking at me sadly for some attention and a DS with a whine in 4<sup>th</sup> gear that needs sorting. With a house move on the horizon they may have to keep giving me the evil eye for a bit longer.

The November club night featured a presentation from Russell Stuckey of Stucky's Tyres. The range of tyres they offer is quite simply staggering. They have tyres to suit everything from a Ford Model T through to any Citroen you care to name and lots more. Russell's passion for the industry shone through as he happily chatted away answering questions explaining the differences between tyres from 1902 and 2022. The interesting thing is that the basics of tire construction haven't really changed in the last 100 years.

For those that haven't been to a club night recently I would strongly encourage you to come along. It's a great opportunity to ask questions and get help with all sorts of technical problems on pretty much any Citroen. With that said, there is no December meeting so the next chance you'll have is in February.

By now you should have all seen the survey sent out by Peter Moloney about changes to the club night schedule. I'd like to thank all those that have responded so far, the input and suggestions are invaluable. Anyone that hasn't sent theirs in is encouraged to do so as the feedback will shape how we set up next year's calendar and the type of events we run.

On another note, a friend sent me a link a while back to the Shannons Spring Classics auction as there were 4 Citroens up for sale. As usual the folks over at Aussiefrogs had beaten me to the listings and were already hotly debating the cars with a few even knowing more about them than the sellers. The cars up for auction were a 1961 H van, 1937 Traction cabrio replica, 1974 DS23 pallas and a very nice 1972 USA spec SM. It seems that classic Citroens are starting to creep up in value along with all interesting old cars. The H van and Traction had good results at \$45k and \$22K respectively. If you're not already this might be the time to sit down, the DS sold for an impressive \$75,600. The SM was passed in having not met its reserve. The results should leave us all feeling a bit happier about persevering in the madness of Citroen ownership.

Michael Faulks  
President.

**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.*

**FRONT COVER**

FCF Winner: Best Rare Make 1922- B2

**BACK COVER**

FCF Winner: Best Rare Make 1922- B2

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

**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: Peter Myring and Greg Gillard, Martin Forrester-Read and Ray McCarthy. 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/35 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

### 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.**

**Dec 11** Combined CCOCA & CCCV Christmas Spit Roast. Frog Hollow Reserve  
25 Fordham Ave, Camberwell VIC See p/6

#### PRE BOOKING ESSENTIAL

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

**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.**

2023

**Feb 10-13** Citroen & Castlemaine Cultural Cruise  
**19** Club night  
**26** British & European Motor Show  
See page 13 for full details.  
**Mar 14-16** CitIn  
**Apr 16** CCCV?CCOCA Concourse  
**20** Club night  
**24** CCCV/CCOCA Concourse  
**May 14** Rippon Lea Market Day  
**18** Club night  
**Jun 15** Club night

**Jul** Bastille Day

**Aug**

**Sep**

**Oct 19** Club night—AGM

**22** French Car Festival

## [AOMC NEWSLETTER](#)

### 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

### Combined CCOCA & CCCV Christmas Spit Roast

This year your Club will be subsidising a spit roast lunch for you to enjoy at our end of year gathering.

There will be a selection of roast meats and salads along with all the trimmings.

Dessert will also be provided.

Special Dietary Requirements will be catered for. (See Registration Form)

WHEN: Sunday 11 December 2022

**BOOKING ESSENTIAL**

TIME: 12.00pm

WHERE: Frog Hollow Reserve



<https://form.jotform.com/222422874900857>

25 Fordham Ave, Camberwell VIC



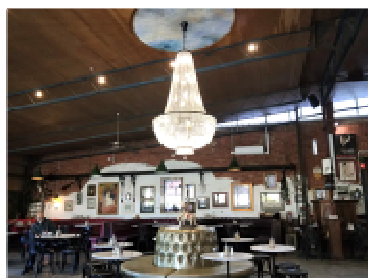
<https://form.jotform.com/222422874900857>

COST: \$10 per person

RSVP: Essential Thursday 1 December

BRING: Tables, chairs, glasses, BYO drinks and nibbles

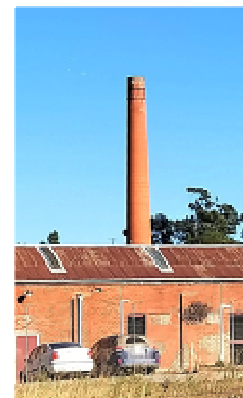
### Citroën Castlemaine Cultural Cruise



Join us on the Citroën Castlemaine Cultural Cruise!

**When; 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup> February, 2023**

Join us on a Citroën Cruise from Melbourne to Castlemaine on Friday 11<sup>th</sup> to soak up Castlemaine Culture on Saturday 12<sup>th</sup>, returning to Melbourne on Sunday 13<sup>th</sup> February.

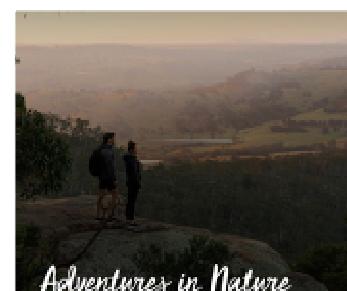


Details to follow over the next weeks!

Attractions include, Botanical Gardens, the Mill Cultural precinct, Historic Walks, Boutique Brewery, Art Gallery, Das Kaffeehaus...., and much more!!!



We'll include staying in a caravan park, and are looking to set up opportunities for group activities and communal meals. Put the dates in your diaries as a car shake down run for the Murray Bridge Cit-In!





## Citroën DS stories in Asia / Histoires de Citroën DS en Asie

**Author** Pierre Jammes

**Publisher** [Citrovisie](http://www.citrovisie.nl)

**ISBN** 978-90-815208-9-8

**Price** € 37,50

This is a very different book to those published previously on the DS. The author, Pierre Jammes, is a Frenchman, whose career took a major change some ten years ago, which not only involved him leaving France and moving to Asia, but also parting company with his beloved DS.

However, the DS was not forgotten and throughout his travels he carried a photo in his wallet and wherever he went this was produced with the question 'Have you ever seen one of these?'

The book is a result of the positive answers he received in Japan, Vietnam, Thailand, Cambodia, Malaysia, Singapore, Indonesia, China Sri Lanka and India. These produce stories of local enthusiasts going to great lengths and ingenuity to enjoy the experience of owning a DS, despite the trials and tribulations of doing so when often little support was available. The more adventurous also took part in local rallies with some success.

He discovers stories of DS's owned by Heads of State and French diplomats, some of which still exist, and tracks down Museums in Japan, Thailand, Indonesia and China, which have DS's on display. In Tokyo, where he now lives, he discovers an enthusiast who is also a pastry chef and makes chocolate DS's.

There are chapters covering dealer adverts in various languages and appearances in films, TV advertising and motoring magazines.

Of course, while all this was going on Pierre had to have a DS of his own and is now the proud owner of a gold 1972 DS21, which is beautifully photographed in the atmospheric streets of Bangkok.

The hardback 220 x 240mm book runs to 250 pages and has literally hundreds of high resolution photos supported by explanatory text in English and French.

<https://www.citroenet.org.uk/resources/books/ds-in-asia.html>

It is a labour of love, painstakingly researched over many years, is beautifully produced and I can highly recommend it to any Citroën enthusiast. Euro 37.50.

It is published by Citrovisie in the Netherlands who specialise in books relation to Citroën and can be purchased via their website [www.citrovisie.nl](http://www.citrovisie.nl) priced Euro 37.50.







THE ASSOCIATION OF  
MOTORING CLUBS

# Festival of Motoring

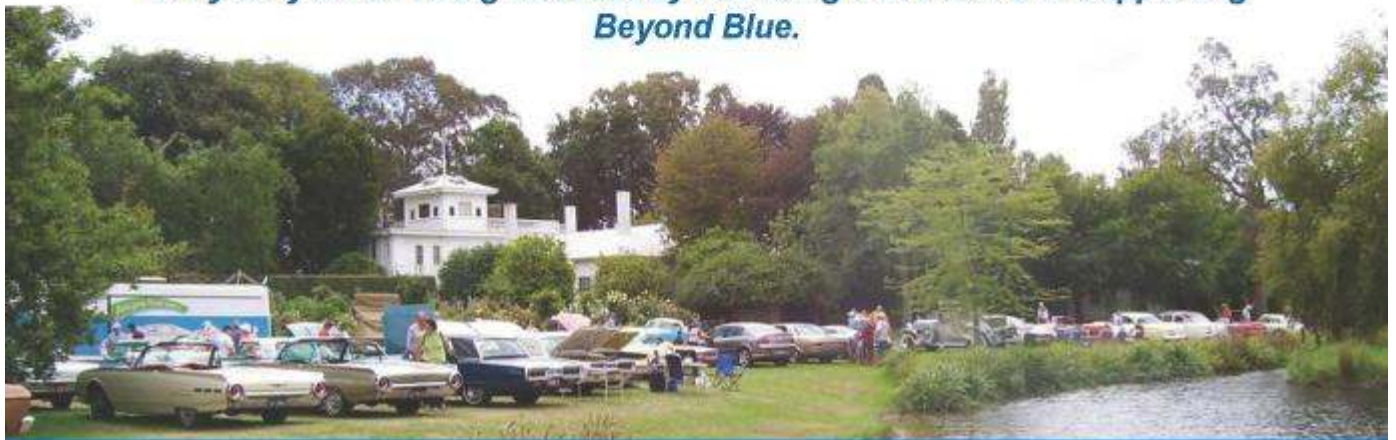
## at Cruden Farm

### Sunday 29th January 2023

Open to all Historic, Veteran, Vintage, and Classic vehicles over 25 years old.

Club displays welcome

*Get your year off to a good start by attending this event and supporting Beyond Blue.*



- **Display Vehicles Must Be Pre Booked** [www.aomc.asn.au/festival-of-motoring](http://www.aomc.asn.au/festival-of-motoring)
- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9am
- \$18 Entry for display cars (Includes passengers)
- Spectator entry and car park off Cranhaven Rd.
- Spectator Admission \$10 per person, Children free
- Funds raised by this event will be donated to Beyond Blue
- Childrens Entertainment, Music, Food & Trophies



Presented by the Association of Motoring Clubs in associations with RACV  
For further detail contact 0473 832 277  
[www.aomc.asn.au](http://www.aomc.asn.au) and aomc facebook



# Caselani Offers a Citroën Berlingo Transformation with a 2CV Truckette Theme

October 11, 2022



Italian coach-builder Caselani has taken inspiration from the Fourgonnette van version of the iconic 2CV to once again collaborate with Citroën and this time create a retro Berlingo-based model.

The new Fourgonnette has been designed and will be built under licence by Caselani.

With the Fourgonnette, Caselani designer David Obendorfer has taken the 2CV design appearance of Citroën's Truckette version of the vehicle and modernized it to transform the current Citroën Berlingo by adding fibreglass front-end bodywork is that reminiscent of the 2CV's grille, bumper, fenders, ripple bonnet and its side vents. A second skin emulating the corrugated sheeting used on the original 2CV Fourgonnette covers the rest of the vehicle. The domed roof section gives the effect of the cargo section being separated from the body like on the original 2CV Fourgonnette. The rear doors have two rounded windows and the round rear lights complete the effect.







The Fourgonnette is Caselani's 3rd version of Citroen's iconic vans. The first was a retro take in 2017 on the HY Van using a Citroen Relay.



Citroën Relay



Caselani Type H

And then in 2020 the Type HG, which was based on the Spacetourer.



Citroën Spacetourer



Caselani Type HG

Caselani will be making both 3-seat commercial panel and 5-seat passenger versions of the Fourgonnette, and it will be available with either diesel, gas and fully electric powertrains. The e-Berlingo has a 50-kilowatt-hour battery pack with a range of about 170 miles, and it can be charged to 80% in 30 minutes. Order books for the kit opened on October 1, with production to begin in January 2023.

<https://citroenvie.com/caselani-offers-a-citroen-berlingo-transformation-with-a-2cv-truckette-theme/>



## Citroen GS at 50: the forgotten hero

Published: 23 April 2020



- ▶ Launched in 1970 – with revolutionary aerodynamics
- ▶ Advanced hydropneumatic suspension and flat-four engine
- ▶ But, was it too clever for its own good?

At the recent Retromobile classic car show in Paris, [Citroen](#) celebrated the 50th birthday of one of the most bittersweet cars in its history. It unveiled a GS given a makeover by noted French interior designer, Tristan Auer, who thankfully didn't play around with the overall shape of the car or its interior – aside from some interesting new trims and materials. Was it enough of a tribute for such an innovative car?

The Citroen GS was a technical marvel when launched in August 1970, but the cost of developing this all-new car from the ground up undoubtedly contributed to the company's near bankruptcy and subsequent bail-out in 1974. It was the second of a trio of models that started with the SM just a month earlier and would culminate with the flagship CX. This advanced threesome would completely reinvent Citroen, even if the cost of developing them came at the cost of the company's independence.



Looking at the GS today, it's hard to believe that this highly aerodynamic small fastback saloon has knocked up a half century. And for younger readers, it must be difficult to comprehend that such a space-age effort was once one of the most popular imported cars in the UK throughout the 1970s, as well as the doyen of countless victorious CAR magazine group tests. But it was, managing to knock up more than 2.5 million sales before it hit the end of the road in GSA form in 1987.

In CAR's history, it had to play second fiddle to the equally-advanced Alfa Romeo Alfesud, even though the GS was cheaper, more technically dense, and sold better here. More often than not, it was awarded the best family car prize in the mag's annual round-ups, and when GBU first appeared in 1976, it went





straight into ‘interesting’, a place it remained to the end of its life. In 1991, Richard Bremner memorably compared the GS with the then-new ZX hatch in a CAR twin test – and the new car came a distant second asking the question, ‘where’s the progress?’ This was very much a CAR kind of car.

## Why the GS matters today

Ever since DS Automobiles was hived off from Citroen in 2014, the GS and its larger brother, the CX, have had a bigger role to play than before. With the iconic Citroen DS and SM now belonging to PSA’s premium division, it’s been the job of the GS to step up to the plate and demonstrate just how far ahead of the game the company was... without mentioning the DS and SM. The good news is that the GS is more than up to the task.

The most arresting element of the GS is undoubtedly its styling. Citroen denied that this Kamm-tailed fast-back owed anything to Italian styling concepts of the 1960s, but there was something of the carrozzeria about it – but like the larger DS before it, the aerodynamics were more than just implied in its lines.

In its slipperiest form the Robert Opron-styled GS boasted a drag coefficient of just 0.318 – which compared with around 0.45 for its more conventionally designed rivals. Put that into perspective, the highly-touted 1982 Ford Sierra could only manage 0.34, and the car that was supposed to replace it – the BX – was 0.35.



Then there was the suspension. Like the DS, it was a Hydropneumatic set-up that blessed this small, light-weight saloon with a ride quality that would put most luxury cars to shame, but thanks to clever geometry and overall design, it didn’t heel over in corners or feel wallowy at speed. The soft ride was complemented by soft and supportive seats – this was truly a small car that you could comfortably travel long distances in. And you can drive it on three wheels (above).

The engine was also all-new. And as you’d expect from Citroen at the time, it was both unconventional and brilliant. The air-cooled flat-four originally displaced a mere 1015cc and developed 55bhp, but was capable of happily revving its heart out all day long. So, although its 0-60mph time was around 17 seconds and its top speed was 92mph, it would keep up with larger cars because sprint gearing meant that its brilliant little engine was in the heart of its power-band more of the time. Yes, it was noisy and used more fuel than its rivals, but it was also highly effective. And petrol was still 50p per gallon.



In short, compared with what the rest of the industry was doing at the time, the 1970 GS was revolutionary. When this car went on sale, you could still buy a new Morris Minor, and the UK’s answer to it – the Austin Allegro – would be along in another three years. We weren’t alone in being so far behind the curve – in 1970, Germany’s answer was the Volkswagen Beetle (the Golf was four years away), while the Italians would have to wait another year for the Alfasud to breeze in.





## What did Tristan Auer do to the GS for its 50th?

To celebrate, Citroen donated a 1972 GS 1015 Comfort to celebrated interior designer Tristan Auer. He was commissioned to transform the car so it can be used as the courtesy vehicle for the upscale Les Bains vintage hotel in the heart of Paris for the next three years. Citroen figures that this super-trendy venue, opened in 1978 and renovated by Auer in 2015, matches the style and elegance of its family car of the '70s.

And on the whole it does, even if back then, the GS had no such delusions of grandeur. Thankfully, Auer didn't mess too much with the car, exercising taste and restraint. So, it's been given a lick of paint and a retrimmed interior, which suits the car perfectly. As you can see from the accompanying images, it's a light re-imagining of the car. Auer says, 'it is an honour and a real treat for me to have been able to work on this Citroen GS, an extremely well designed and popular car, which I have been able to rediscover.'



## What is the GS's legacy at 50?

If we're being cruel, it would be to show the rest of the car industry how not to do things. It cost a fortune to develop and as clever as it was, it inspired no other carmaker to follow in its tracks. Its air-cooled flat-four engine was willing but noisy – and absolutely no one copied this layout once the 1970s were underway. The suspension, as brilliant as it is, was also expensive to produce, complex and heavy – and again, only Citroen persevered with it.

But that doesn't take anything away from the GS. Far from it – Citroen proved that clever and ingenious engineering solutions could result in a car that lifted

the expectations of its buyers, and hurry-up its rivals into building cars that could match its high standards of comfort, performance, space and dynamics. More than that, with 2.5 million examples sold, it was undoubtedly a hit which proved that the average family man didn't always accept orthodox solutions and staid styling



But I would like to overturn CAR's proclamation that the Alfasud was the Car of the 1970s. I reckon the GS is even more CAR than the 'Sud. Hindsight is a wonderful thing, but I think the GS just pips it for being cleverer, more usable, and – back then as now – far more affordable too. The Italian car had sportier handling, but it rusted even more savagely than the GS, had the strangest of driving positions and today the Citroen is probably the more pleasant car to take on any journey.

Before Citroen congratulates itself too much – consider that for every single GS and GSA built between 1970 and 1987, Toyota sold four Corollas – and made a damned sight more money in doing so...

My thanks to Peter Dekker for sending this article to me.

Ed.



<https://www.carmagazine.co.uk/features/car-culture/citroen-gs/>



## Pre Cit-In 2023

**“Alan’s Amazing Adventure” – this is in place of the “Teddie’s Terrific Tour” we have done in past years.**

**For those folks who would like to have a bit of fun and enjoyment before CITIN 2023, we are inviting you to join us on " Alan’s Amazing Adventure", to be held over 4 days and 3 nights.**

**We are starting out from Melbourne and finishing up at Murray Bridge.**

**Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks, and dinners each evening.**

**There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money. People from all states are most welcome to join us along the way.**

**You will need to book your own accommodation - we have let places know that people may ring to book - please mention that you are part of the Citroen car group. We are suggesting some accommodation, but of course you are welcome to arrange your own accommodation.**

**Full details on CCCV website**

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.

<https://www.clubcitroensa.org.au/cit-in-2023/>

**BRITISH & EUROPEAN**  
MOTORING SHOW 2023

Presented by THE ASSOCIATION OF MOTORING CLUBS

Open to all Vehicles manufactured in UK and Europe

Incorporating

- The MG annual concours
- 100 years of Triumph cars
- 125th anniversary of Riley cars
- 40 years of the Peugeot 205
- 50 years of the Volvo Club of Victoria
- 60 years of the Rover P5 & Triumph 2000

Supported by RACV



Gates open - Display vehicles from 9am Spectators from 10am

Event details 0473 832 277  
For site plan and more info: [www.asmc.asn.au/](http://www.asmc.asn.au/)  
[britishand-european2023.tb.com/infoasmc](http://britishand-european2023.tb.com/infoasmc)  
See over page for more details.

**Sunday 26th February 2023**  
Event Central at Caribbean Park  
Entry from Ferntree Gully Road, 1km north east of the Eastlink junction



# FRENCH CAR SHOW

CRUDEN FARM



Winner: Best

Ken Johnson for his





# FESTIVAL 2022

LANGWARRIN



at Rare Make  
s 1922- Citroen B2







A portion of Cruden Farm: the home of the late Dame Elizabeth Murdock.



039864

## Cruden Farm



All Citroën cars were nestled under the trees along the driveway. This provided a lovely setting with shade and space to set up ones picnic table, dine and spend a convivial time with fellow members.





Wolfgang had set up Club Shop on the lawns just off the driveway. This also provided a handy brick wall for others to rest their legs after circumnavigating the grounds several times. Ted Cross, Peter Moloney, John Wyers, Wolfgang Siem and ?? & ??



In preparation for judging and announcements of the awards to be given; a number of cars circled the driveway close to the house and around the lawn. A perfect spot for an award presentation. George's 2CV.





# BRISTOL CARS.

In 1910 in the very early days of aviation, Bristol businessman Sir George White set up an aircraft factory at Filton, Bristol and named, it the British and Colonial Aeroplane Company. In 1920 it became the Bristol Aeroplane Company.

At the end of the war the company found itself with a very large surplus engineering capacity and skill some of which was turned over to cars. Thus the car could not have had a better background and production was carried on alongside the aircraft assembly lines. During the 1914-1918 war the factory expanded greatly. In the Second World War, further enormous expansion of the Filton factory took place. Over 14,000 aircraft were built.

By 1956 the Bristol Aeroplane Company had reorganised into three wholly owned companies, then in 1961. Bristol Aircraft Ltd. joined Vickers Ltd and English Electric Ltd., to form the British Aircraft Corporation, At that time Bristol Cars Ltd passed into the ownership of Sir George White, grandson of the original. Sir George and ex-racing driver Tony Crook. Production of the cars continued as before in the original airfield factory as it does today, In 1973 Sir George White retired and Tony Crook became Chairman and Managing Director.

The first production Bristol as the type 400 introduced to the public in 1946. A two door sports saloon with a 2 litre engine derived from the BMW 6 cylinder unit of prewar design. It weighed approximately 23½ cwt and with an engine producing a minimum of 85bhp in performance- was quite lively. Top speed about 95 mph. Approximately 700 400's were produced including D.H.C. V and at least one Station Wagon.

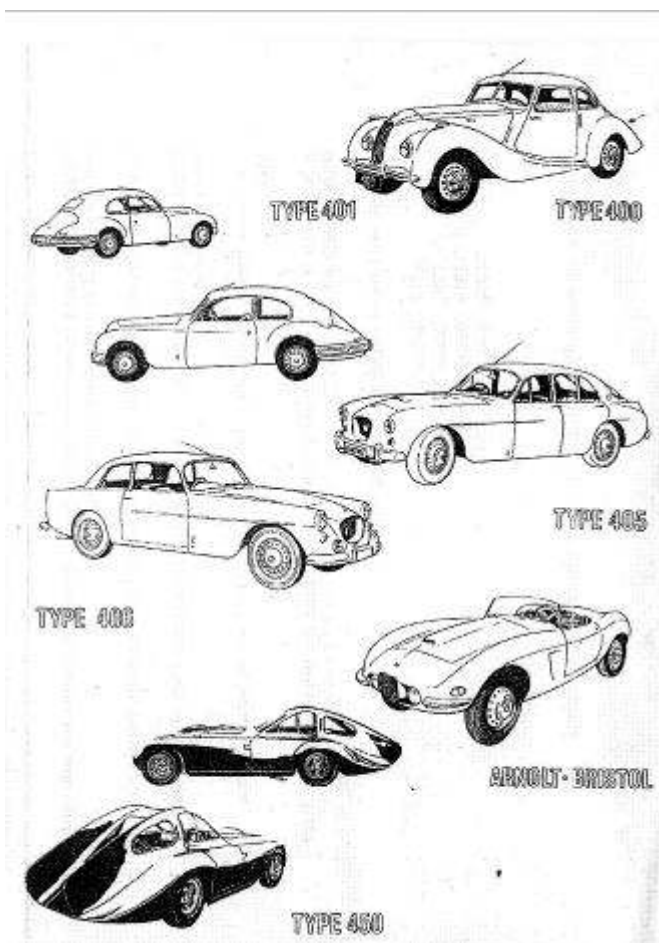
Types 401, 402 DHC and 403 followed which were essentially the type 400 clothed in a superior; new aerodynamic body befitting an aircraft manufacturer, there were many mechanical improvements including uprated engines, improved brakes etc. The chassis with its great inbuilt strength remained essentially the same.

In 1954 Bristol introduced its only four door car, the type 405 with a similar mechanical specification to its predecessors but again, with increased power and re-

finement. The 404 Bristol introduced the year before was a short chassis car (96.25 ins instead of the standard 114 ins). It had a limited production run of approximately 40.

The 406 which followed in 1958 pointed the way Bristol Cars were heading, a more luxurious vehicle with a greater degree of creature comforts accompanied by an inevitable increase in weight, offset by an increase in engine capacity to 2.2 litres. 1961 saw the greatest change so far with the introduction of the 407, bodily very similar to the 406 but mechanically completely changed, with a Chrysler V8 engine and automatic transmission.

The V8 engine and automatic transmission powered all subsequent production Bristols. The range continued with ever increasing luxury and refinement through 408, 409, 410, 411, 412, 603 to the present Britannia and Beaufighter.







The new Bristol Bullet speedster produced by Kamkorp Autokraft, a division of the Frazer Nash Group, is powered by a BMW V8 engine and was launched in September 2016.

The Bullet celebrates Bristol Car's 70th anniversary and represents the marque's return after going into receivership in 2011. The Bullet's styling draws on the 405dh and the Blenheim Speedster, with bodywork fabricated in carbon fibre.

Interior upholstery and trim are in the finest British hides with dashboard panelling choices of traditional wood or various carbon-fibre weaves. A 7" touchscreen and wifi smartphone connectivity provide an up-to-date infotainment package.

The engine is a powerful, naturally aspirated V8 manufactured by BMW and finished by Bristol. It is named the Hercules, after the Bristol Hercules 14-cylinder, 1300hp radial engine which powered aircraft such as the Bristol Beaufighter. The 4.8L engine develops 370 BHP with 490 Nm of torque available. A choice of 6-speed manual, or 6-speed automatic (with sequential sports shift function) gearboxes is offered.

#### SPECIFICATIONS

**Engine** — V8 by BMW. 4.8L developing 370 BHP and 490 Nm of torque

**Gearbox** — 6-speed manual or 6-speed automatic with sequential sports shift

**Size** — Overall Length: 4200mm Overall width: 1860mm Overall height: 1200mm. Wheelbase: 2553mm

**Brakes** — Front: 6-piston aluminium caliper, 348 x 32mm ventilated steel disc. Rear: 2-piston aluminium caliper. 332 x 26mm ventilated steel disc. ABS and EBD

**Steering** — Power Rack and Pinion

**Suspension** — Front and rear: Double Wishbones and Coil Springs. Fully independent on all four wheels

**Weight** — Kerb Weight: 1,100 kg, Gross Vehicle Weight: 1,250 kg

**Tyres** — Alloy wheels: 19 X 8.5". Front 225/35R19 / Rear 245/35R19

**Fuel tank** — 55 litres

**Lighting** — Front: LED headlamps with DRL and integrated indicator function. Rear: LED rear lamps with integrated indicator function

**Interior features** — Heated Seats, Heating / Air conditioning via directional air vents in lower dashboard, Clock: a bespoke time-piece, centrally mounted to the dashboard, USB phone charging point. Tonneau Cover: Mohair two-piece full tonneau cover, offered in a range of colours.



Cars including a Citroen Xsara, Mercedes C Class and a Vauxhall Corsa have been named as some of the most durable ( Image: Citroen )

## Unstoppable Citroen is still on the road with nearly a million miles on the clock

The trusty Citroen Xsara has topped a list of the top 10 most durable models still on our roads, according to figures from the Driver and Vehicle Standards Agency

By [Bradley Jolly](#) Assistant News Wire Editor 19 Nov 2022

A durable [Citroen](#) Xsara tops the record for the car still on the road with the most miles on the clock – an astonishing 999,994.

Other vehicles just short of the million mark include a [Mercedes](#) C Class, two LDV Maxus vans, a Vauxhall Corsa, a pair of Range Rovers, a VW Golf, a Citroen C3 and a Honda Civic.

Driver and Vehicle Standards Agency figures also revealed the top 10 most durable models still on our roads that have done over 750,000 miles.

The average distance a motorist will cover in their lifetime – across all cars – is 750,000 miles, which is equivalent to the moon and back twice.



A Volkswagen Golf new 1997 model ( Image: Press Association)

The DVSA data was obtained by online repairs marketplace ClickMechanic.

Its co-founder Andrew Jervis said: “Most people swap their cars well before they reach six figures on the odometer.

“To see so many on this list with nearly a million miles on the clock is staggering. The more popular models – Vauxhalls, Volkswagens and Fords – are more likely to appear due to the sheer weight of numbers produced.

“But that shouldn’t take away from the fact they are reliable motors that have served people well for so many years. There are also a few surprises.





Ashley Rice's Mercedes-Benz Vito has racked up more than 308,000 miles in 11 years. Mr Rice, 45, who runs an assets management contractors in Selly Oak, Birmingham, has never -considered getting rid of it.

He said with the zero emissions deadline in 2030 he expected more people will hold on to cars.

Ashley added: "The rising cost and low availability of second-hand cars are further factors bound to influence vehicle ownership trends.

"The MG ZT hasn't rolled off the production line since 2005, while Audi TTs will also raise a few eyebrows as they are not really seen as workhorses."

Courier David Wright, 56, of Woking, Surrey, bought a Mercedes-Benz Sprinter van with 50,000 on the clock for £15,000 in 2019. He's now completed more than 438,000 miles with hardly any problems.

He said: "I wanted a Sprinter specifically because it is the only van to have if you drive long distances like I do. It is a big van too."



David Wright bought a Mercedes-Benz Sprinter with 438,000 miles on the clock ( Image: David Wright)

Article first noted in "Aussie Frogs" via Facebook Ed.

## 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.

### Recent work

Injectors serviced

New 'posh' plugs and leads.

New brakes [rotors and discs]

New electric water pump

New radiator and hoses.

### Spares

Steering rack

Spheres

Headlights [varying condition]

Freshly painted original mags x4

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

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 for an ad that directly refers to Citroen cars and parts. Ads are for paid up members only. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement. All other ads incur a fee.

Non members incur a fee for all ads.

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.**

## FREE .....

8/22

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.

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[www.pleiades.uk.com](http://www.pleiades.uk.com)



## Wanted to buy

09/22

Member Darren Saunders is wanting to buy a Citroën Ami berline. In relation to wanting to purchase this Darren comments:

I am essentially looking to be first in mind of anyone who is looking to sell one of these vehicles, whenever that may be. I already own a NSU and a Lightburn, which cars exist in similar low numbers to Ami's and which I acquired in much the same way.

I am not terribly fussed about colours etc., though I'm looking mainly at the earlier models. I am not particularly seeking a concours example, but not hugely keen on a project either. I am principally looking for an example that I can drive straight away, as I very much enjoy getting my classics out on the road. The only non-negotiable is the berline body style.

If you have a vehicle that may fit Darren's requirements which you are considering selling, or if you have knowledge of any such vehicle anywhere in Australia that might be for sale now, or sometime in the future, Darren would love to hear from you. You can contact **Darren on 0412 260 373, by SMS initially** is preferred due to a high daily volume of spam calls.

## PARIS APARTMENT

Apartment in Paris available to rent for CCCV members, sleeps up to 6 people.

Chic, sunny, renovated.

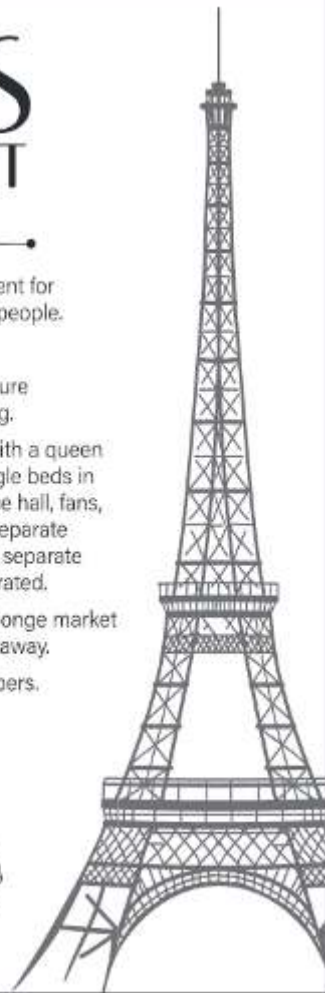
Located on the 4th floor of a secure residential Haussmannian building.

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Melbourne owners, CCCV members.

[www.maisondelaclef.com.au](http://www.maisondelaclef.com.au)



## Wanted to buy

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

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

## Wanted.

10/22

Citroen Arcadiane work shop manual and owners manual. A Dyane manual would be a good compromise.

Contact Peter Moloney 0411 869 705

## Wanted to buy

10/22

Citroen C5: Sedan, Wagon, or Hatch.

Contact: Richard Ward: 0417 316 060

## Wanted—Help!

10/22

I need help on how to install the front mudflaps on my Citroen ID19 1966 model I have attached a photo of the mud flap and the area for attachment.



Contact: Rod Gleeson—Mildura, 0418 359 662

Anne & Rod Gleason [[maxwelldog@bigpond.com](mailto:maxwelldog@bigpond.com)]

## Wanted.

11/22

Can anybody help our Tasmanian member, Bauke Meijer who is looking for a right hand side (driver's) mudguard in good rust free condition for a third front DS? If you can assist please contact Bauke by text on 0408 781 254 or email at [mothersworry79@gmail.com](mailto:mothersworry79@gmail.com)





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