

THE



# NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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

May 2022



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Bastille Day lunch-Sorrento



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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**



**Celebrate the most famous date in the Gallic calendar with fine wine, food and music**

Joyeux Quatorze Juillet! This year, Bastille Day celebrations are heading back to Federation Square in July. The event will be an excuse to celebrate the best of French culture, from the excellent food and wine to the Gallic nation's history and art.

Federation Square will be turned into a French marketplace for two days, filled with vendors peddling the best French cheeses, mulled wine, crepes, saucissons, Champagne and of course, pastries. Ticketed talks will also run over the two days, covering everything from history to art to sustainability. There will also be masterclasses on French wine and cheese, plus live entertainment roaming throughout the venue.



**Motorclassica Reimagined is coming to Melbourne**

For over a decade, Motorclassica has been Australia's premier festival of motoring and now it's coming back reimagined in 2022!





I hope this note finds you all well.

Last weekend we had our annual Citroen Concours in Hawthorn, which we hold together with

CCOCA. For those that couldn't attend it was a lovely day with a great cross selection of vehicles ranging from Tractions through to more modern cars. We even had an attendance from Trivet Citroen who showed us the new C4 Aircross which was a great looking car, inside and out. My thanks go to Ted Cross from CCOCA and Dave Rogers from CCCV who played a major role in ensuring we had a successful day. The winners were:

Pre 1960	Ian McDermott	Traction
ID/DS/G Class	Daniel Levinson	DS23
A Series	John Wyers	2CV
X Series	Nigel Wright	CX
C Class and all moderns	Sue Bryant	C4
Best in Show	Marg Tout	2CV
Popular Choice	Sven Gade	ID19

Congratulations to you all. Even though these cars were winners, everybody that came had a car that we looked at and admired. Later this year there will be a French Concours including all the mainstream brands such as Peugeot and Renault (and others – I encourage to bring your car along.



I would also like to remind you of the upcoming Bastille Day lunch on the 22 July. Details are in the magazine but this year we chose to hold the event at the Sorrento hotel to make access a little easier for those who live on the other side of the bay – it will be a simple matter of leaving your car in Queenscliffe and taking the ferry across as a passenger – it is an easy walk from the Sorrento Ferry terminal to the pub. I hope many of you can join us there. Unfortunately, I will be participating in the Cape York Raid in my newly restored 2CV but I will be thinking of you as I explore part of Australia I have never seen before (assuming my average mechanical expertise does not let me down – lets hope not).

Finally, my thanks to Ray Potts who gave our last club meeting a very entertaining talk on his obsession with Citroens. While we did not have a huge crowd, his contribution was very much appreciated. We aren't necessarily getting the numbers we used to get pre Covid for our club meeting so please, if you can make the time, come along and enjoy the company of fellow Citroen fanatics.

In the meantime, stay safe, look after your cars and see you next time we meet.

Peter Moloney

**FRONT COVER**

Two suitably attired gentlemen at Citin 2022 held at Cowra NSW.

**BACK COVER**

Landra Castle Greenethorpe NSW

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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: Robert (Bob) & Gaye Herbert, and David Waldren, Bruce Brockoff, Rebecca Hamilton and Bruce Millen. 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 BOYS 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](#)

Click on this link  
Available to members to download.  
For more details on club events contact :  
Dave Rogers..

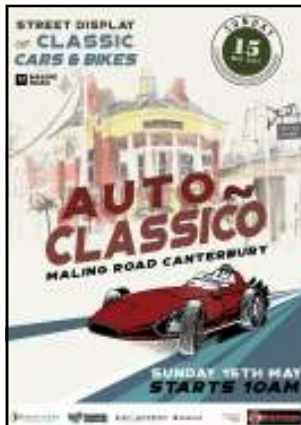
Apr	21	Club night
	24	Citroen Concours CCCV/CCOCA Concourse at Patterson Reserve 484 Auburn Road, Hawthorn VIC
		<b>29-April 1st</b> Florence Thomson Tour (RACV) <a href="https://groundstation.wufoo.com/forms/r7d71nv13j15gm/">https://groundstation.wufoo.com/forms/r7d71nv13j15gm/</a>
May	15	Maling Road Autoclassico –Canterbury.
	19	Club night
	28-29	Winton Races
June	16	Club night—Movie Don Scutt
	25	Tech day @ Garth's. (Cancelled)
July	10	Bastille Day CCCV & CCOCA at the Sorrento Hotel, Hotham Rd, Sorrento
	16-17	Bastille Day & French Festival <b>Fed Sq</b>
	21	Club night @ Healy Factory TBC
Aug	18	Club night
Sep	10	Tech day at Ted Cross shed. See p/ 18
	14	The Healy Factory See p/7
	15	Club night
Oct	07-09	Motorclassica
	20	Club night, AGM & BBQ at clubrooms.
Nov	12-13	Bendigo Swap Meet
	17	Club night
	20	Walhalla run

### 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



### Maling Road Autoclassico

Sunday 15th May 2022

Maling Road Autoclassico will be held on Sunday 15th May 2022 within the Maling Road shopping precinct where over 200+ classic & modern exotics cars displayed.

Planning is well advanced to the point where we have secured some great cars & clubs, whilst also expanding the event to cover a broader range of classic and modern cars from multiple marques across the globe.

The event will continue to focus on displaying classic, historic and some modern classics consistent with the unique characteristics of the event. The event will be further expanded to include some classic and rarely seen scooters and some privately-owned cars 'never previously displayed' at such events.

The event has Boroondara Council approval and submissions & COVID safe plans have been lodged with all relevant authorities to ensure the event is approved and run appropriately.

#### UNIQUE VILLAGE & HISTORICAL SHOPPING PRECINCT

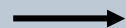
The entire Maling Road shopping centre will be closed off from 7:30am – 4:00pm for the Maling Road Autoclassico and will be a major event, that with the support of our sponsors, clubs, and private entrants – will ensure it is a fantastic day!

### Bastille Day lunch Sunday July 10th Combined CCCV/CCOCA

Cellar room at the Sorrento Hotel, Hotham Rd, Sorrento Vic. Reserve this date.



See booking details on page 6



**COME ALONG, ENJOY THE FESTIVITIES AND  
CELEBRATE BASTILLE DAY 2022**

*Dress for the Occasion*



**PLEASE WEAR A NAME TAG OR BADGE**



**WHEN:** Sunday 10 July

**TIME:** 12.00pm for 12.45pm

**WHERE:** Hotel Sorrento  
5-15 Hotham Rd,  
Sorrento. Vic

**COST:** \$60.00 per head  
Subsidised by your Club  
Drinks at your own expense  
2 Course

**RSVP:** Friday 1 July

**REGISTRATION/PAYMENT:**

[CCOCA](#)  
REGISTER HERE

[CCCV](#)  
REGISTER HERE

**FURTHER INFORMATION:** Marg Towt [marg.towt@bigpond.com](mailto:marg.towt@bigpond.com)

**ANY REFUNDS WILL BE AT THE DISCRETION OF THE ORGANISERS**



**CCCV—REGISTER HERE: <https://form.jotform.com/221108524312846>**

**Copy & paste in Browser**



# 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



# Cavalcade of Transport

## Trentham Historic Railway Station

To celebrate National Motoring Heritage Day



# SUNDAY 15TH MAY 2022

Victoria Street, Trentham.

Entry from 10am for Display vehicles & 10.30am for spectators

*Veteran, Vintage, Classic, Historic and Collector Vehicles.*

- Entry to venue by gold coin donation
- Catering available from local community groups
- Organised by Cool Country Classics Trentham
- Short walk to cafes and eclectic gift shops in Market and High St's
- Visit Quarry St Reserve & Trentham Falls

Promoted by the  
Association of  
Motoring Clubs



Enquiries: 9558 4829 [www.aomc.asn.au](http://www.aomc.asn.au) [fb.com/infoaomc](https://fb.com/infoaomc)





# B40 #2

## Rally

**13th-15th May 2022**

Entries are now welcomed for those drivers under 40 in cars pre 1940 for the B40 Rally #2 to Central Victoria



For further details  
and entry form,  
scan the QR Code.





**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.



## Venue and Accommodation

Bridgeport Hotel rooms will be held for Cit-In registrants who book before Christmas in 2022.

To Book Ph. (08) 8532 2002

A selection of alternative options, including motels, B&Bs and caravan parks, will be publicised in the forthcoming brochure.

\*\* Securing accommodation is your responsibility.

## Registration

Details of costs etc to be advised

## Program

- ⤴ Friday 17 March  
Registration, Welcome Supper and general conviviality and camaraderie
- ⤴ Saturday 18 March  
Show and Shine by the river, Motorkhana, Informal dinner
- ⤴ Sunday 19 March  
Observation run, visit to Monarto Zoo, Formal dinner and Presentations
- ⤴ Monday 20 March  
Bon Voyage breakfast

## Post Cit-In Run

20—29 March

Join us for “The River Run”, a leisurely journey from Goolwa along the “Mighty Murray Way” to Renmark and beyond, visiting and staying in selected Riverland towns well before the Easter rush on 7 April!

## We've been North, South, East and West

Cit-Ins - a great way to see our beautiful country and connect with old and new friends.

1969 & 1970	Adelong	1990	Mt Tambourine	2007	Mansfield
1971 & 1972	Adelong	1991	Goolwa	2008	Deniliquin
1973 & 1974	Forbes	1992	Canberra	2009	McLaren Vale
1975 & 1976	Adelong	1993	Perth	2010	Launceston
1977	Beauesert	1994	Mudgee	2011	Stanthorpe
1978	Beechworth	1995	Bairnsdale	2012	Busselton
1979	Mudgee	1996	Gayndah	2013	Griffith
1980	Stanthorpe	1997	Renmark	2014	Rawson
1981	Canberra	1998	Busselton	2015	Nuriootpa
1982	Adelaide	1999	Shepparton	2016	Echuca
1983	Camden	2000	Jindabyne	2017	Smithton
1984	Ballarat	2001	Tanunda	2018	Dalby
1985	Toowoomba	2002	Richmond	2019	Katanning
1986	Wirrina	2003	Maleny	2020	Cancelled
1987	Canberra	2003	Canberra	2021	Bendigo
1988	Doyalson	2005	Perth	2022	Cowra
1989	Eildon	2006	Dubbo	2023	Murray Bridge

# Post Cit-In Run 2023

Are you interested in a nine-night post Cit-In run following Cit-In 2023 in Murray Bridge next year?

Dates: Monday 20 – Tuesday 29<sup>th</sup> March, concluding on Wednesday morning 30<sup>th</sup> March.

The proposed trip is along the Mighty Murray from Goolwa to Renmark and beyond to the border.

We are planning a reconnoitre of our anticipated trip route and accommodation options and need an indication of numbers and accommodation preferences (e.g. motels/hotels, cabins, vans, tents).

With this information we will be able to focus on appropriate stopovers and may make some block reservations. It would then be up to participants to secure the accommodation of their choice at each of the designated towns on the prescribed dates.

If you are thinking of coming along, could you please email us at : [hendojc@adam.com.au](mailto:hendojc@adam.com.au) ASAP.

We are planning to be away on the Cape York Raid between 16 June and mid-August and would like the post Cit-In planning trip done and dusted before we leave.

Looking forward to hearing from you!

Liz Pike and John Henderson (Club Citroen of SA)

Ph 0408291800



Best Original/Unrestored: Ken Wilson, SM

Observation Run: Pieter Van Der Giessen & Julianne Alore, 2CV6

Hard Luck Award: Ray Potts, CCCV

Ray Huth Encouragement Award: Ross Delaney, Big 15, damaged during restoration.

Greatest Distance Travelled in a Citroen: Jeff Webber, 1160 km from After a delay of two years due to Covid restrictions the NSW club at last got the chance to host the

Cit-In in Cowra. The event has been run annually since 1969 and 2020 was the only cancellation. The Heritage Pavilion at the Cowra showgrounds was the venue where all gatherings and catered dinners took place.



Registration on the Friday night included the obligatory vaccination check-in and people soon caught up with friends for refreshments and socialised well into the night. The Pavilion housed two SMs and a beautiful GS, and the vast space was decorated with posters and bunting.

Coordinators Bruce Elsegood and Ian Frost welcomed all and outlined the weekend's activities. Citroen Australia sponsored the courtesy coach for those who preferred not to drink & drive.

The Show & Shine, sponsored by Shannon's, was held on Saturday morning behind the Pavilion. Disappointingly, not many locals turned up to see the excellent array of Citroens. After a BBQ lunch put on by the Rotary club, we were free to explore this interesting town. The magnificent Japanese garden was a particular highlight. The railway museum and the POW theatre also proved popular.

Saturday night dinner had a Parisienne theme, and the dress-ups were amazing. From the Michelin man, a General De Gaulle look-alike, Napoleon and the school-girl twins, everyone heartily enjoyed themselves. Striped T-shirts and berets were everywhere.

The guest speaker in the evening was well known motoring journalist and broadcaster Will Hagan who has had a long-time appreciation of Citroens since his purchase of a CX in 1976. Will had recently joined the NSW club and attended his first Cit-In in his late model Picasso.

Sunday's observation run through the district ended at the extraordinary Iandra Castle. Run by a trust and maintained by volunteers, it is an architectural gem, built of reinforced concrete and completed in 1911 by grazier George Greene. It had a gas fired engine that powered a generator to charge a bank of batteries supplying 110v to the house, quite an innovation at the time. It was a highlight of the weekend.

Presentations and prizes were handed out at Sunday night dinner. The "Hard Luck" award was appropriately presented to CCCV member Ray Potts due to the breakdown of his GS on the NSW South Coast during the pre-Cit In tour, necessitating the trailering of the GS back to Melbourne to fire up the Picasso.

It was a pleasant surprise to learn that the guest speaker on Sunday was to be Peter McLeod. Peter, known to many for his meticulous SM restorations and RHD conversions. gave an account of his association and love of Citroens. Peter ran very successful Citroen dealerships in Woolongong and Sydney through the 1980's and 90's. His first Cit was a 1976 CX2200 which he loved but he had an enduring fascination for the SM. During this time Peter was also motor racing with the likes of Peter Brock and his team won the 1992 class at Bathurst in a BX 16 valve. It was pretty much a stock standard car and it pipped Brock's Peugeot 406i. Peter has an extensive motor racing history.

The NSW team was warmly thanked for organising the Cit-In. Club Citroen SA will be the host club in 2023 in Murray Bridge.

The Cit-In attracted 39 people from Vic, 6 from Tas, 16 from SA, 13 from QLD and 62 from NSW.

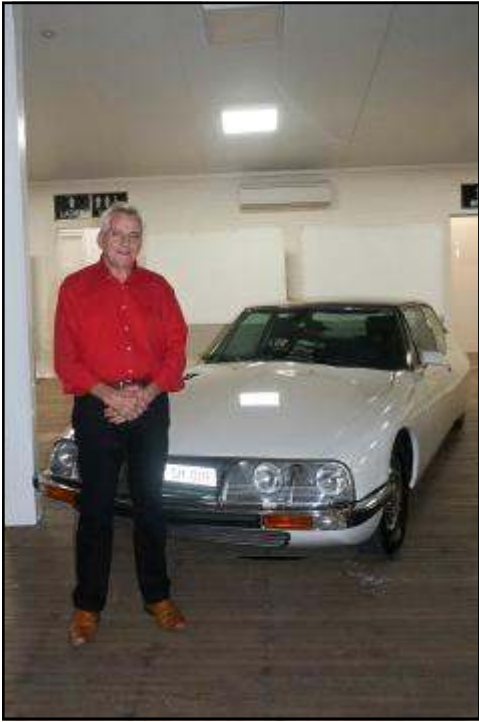
### **Awards and Prizes:**

Citroen Australia People's Choice Award: Peter McLeod, SM

Best pre- 1980s: Brian Smart, CCCV, 1973 DS 23

Best post-1980s: Peter McLeod, Xantia SX

Next four pages. 



Peter McLeod (The SM restoration expert) - guest speaker Sunday night



All images and article on







Will Hagan - motoring writer, commentator - guest speaker Sat night



page 11 by Tom Grucza







# CITIN C



The building is landra Castle - v



This landscape features the fam



# COWRA—2022

All: Images: Tom Grucza



visited on our observation run.



ous Japanese Garden in Cowra



# Tarte Tatin



Everyone knows and loves this timeless classic. With our recent recipe, there's never been a better time to don your chef's whites and unleash your inner Paul Bocuse than this weekend.

Tout le monde connaît et adore ce classique intemporel. Avec notre recette, pas d'excuse pour ne pas coiffer votre toque de cuisinier et libérer le Paul Bocuse qui est en vous. Pourquoi pas ce week-end ?

A legendary tart of caramelised apples, a Tarte Tatin is cooked upside down but served with the right side up!

Tarte Tatin is named after the Tatin sisters, Caroline and Stéphanie, who ran a hotel-restaurant at the end of the 19th century in Lamotte-Beuvron in Sologne. Tarte Tatin was first served in Paris in 1926 at Maxim's restaurant and remains renowned worldwide to this day.

Une tarte légendaire aux pommes caramélisées et cuites à l'envers, mais servie dans le bon sens !

La Tarte Tatin doit son nom aux sœurs Tatin, Caroline et Stéphanie, qui tenaient un hôtel-restaurant vers la fin du 19<sup>ème</sup> siècle à Lamotte-Beuvron en Sologne. La Tarte Tatin a été servie pour la première fois à Paris en 1926 au restaurant Maxim. Elle est aujourd'hui encore connue dans le monde entier.



# Tarte Tatin:

A legendary tart of caramelised apples that is cooked upside down but served with the decorative side up! Tarte Tatin is named after the Tatin sisters, Caroline and Stéphanie, who ran a hotel-restaurant at the end of the 19th century in Lamotte-Beuvron in Sologne. Tarte Tatin was first served in Paris in 1926 at Maxim's restaurant and remains to this day a world-renowned, all-time French classic dessert.

## Ingredients:

8 apples  
150g unsalted butter  
150g caster sugar  
200 g short-crust pastry  
Cinnamon powder (optional)  
1/2 teaspoon of vanilla sugar

## Method:

### STEP 1

Roll the pastry to a 3mm-thick round on a lightly floured surface and cut a 24cm circle. "Dock" the pastry by lightly pricking all over with a fork, place on a baking sheet, then cover and freeze while preparing the apples.

### STEP 2

Pre heat the oven to 180C/160C. Peel, quarter and core the apples. Put the sugar in a ovenproof heavy-based frying pan and place over a medium-high heat. Cook the sugar for 5-7 mins to create a caramel syrup then turn off the heat and stir in the diced chilled butter.

### STEP 3

To assemble the Tarte Tatin, arrange the apple quarters very tightly in a circle around the edge of a pie dish first, rounded-side down, then fill in the middle in a similar fashion. Brush the fruit with the melted butter. Sprinkle some vanilla sugar and some cinnamon.

### STEP 4

Bake in the oven for 30 mins, then remove and place the disc of frozen puff pastry on top. Tuck the edges down the inside of the dish and again prick a few holes in the pastry to allow steam to escape. Bake for a further 30 mins until the pastry is golden brown.

### STEP 5

Allow to cool to room temperature for 1 hr then invert it onto a large serving plate. Serve with crème fraîche or vanilla ice cream.

One of the best ways to finish a French meal with fruit...

Tarte Tatin is always sure to impress. Try it out this weekend and let us know how you go!

 : [@alexia\\_maillard\\_lrdg2](https://www.instagram.com/alexia_maillard_lrdg2)

## Pottsy's Handy Guide to (some) 2CV nuts, bolts and parts.

Usage	Thread	Length	Comments
Air flap trim and rubber holder	M3 x 0.5		Ideally nyloc nuts
Boot hinge end caps	M4	8	Countersunk head
Rear brake slave cyl mounts	M6 x 1.0	10	
Grease nipple	M7 x 1.0		
Rear Brake Eccentric Pillars	M7 x 1.0		
Stud, exhaust manifold	M7 x 1.0	40	Threaded 20mm & 13mm
Body to Chassis	M7 x 1.0		Several lengths used, but all M7
Flywheel bolts	M8 x 1.0	28	31-33 ft lb torque. 10.9 high tensile bolt use once
Brake pipe fittings	M8 x 1.25		For 3.5mm pipe
Drive shaft to gearbox flange	M9 x 1.25	25	
Shocker mounting plate (front)	M9 x 1.25	16	Rare thread.
Bridge over fuel tank	M9 x 1.25	16	Supports body and rear seat belt mounts. Threaded bars below chassis.
Door mirror mounts	M10 x 1.25	20mm	Special bolt. Needs countersink head
Axle to chassis bolt front	M10 x 1.5	120	10.9 HT
Axle to chassis bolt rear	M10 x 1.5	130	10.9 HT
Bump Stop rectangular	M10 x 1.5	20	
Stud, engine to gearbox	M10 x 1.5	90	
Gearbox to Engine	M10 x 1.5	75	Stud
Spring pot pull rods	M11 x 1.0		
Shocker pin (outer)	M12 x 1.25		Nyloc nut
Wheel nut (flange type)	M12 x 1.25		Same as 504/505 but with blind outer end
Oil pressure switch	M12 x 1.5		
Front mudguard mount nuts	M12 x 1.75		
Shocker pin (inner)	M14 x 1.5		
Drain plug (Eng & Gearbox)	M16 x 1.5		21mm Head
Kingpin bottom cover	M22 x 1.0		"slotted" nut Special tool to remove
Tierod end castellated nut	M24 x 1.5		Castellated nut. Special tool to remove
Rear axle nut	M34 x 1.5		44mm socket (Machined down to fit. Same socket slotted for key steel)
Spring tube nut	M36 x 1.5		46mm open end spanner
Bearing retaining ring	M74 x 1.5	62 x 74 x 10	Need key steel tool (7mm key steel 50mm long plus 44mm socket)
Radius Arm Bearing Seal		72 x 95.6 x 7	
Radius Arm Bearing		63.5 x 95 x 17	
Seat Belt anchor points	7/16 UNF		
Alternator Belt		760mm	9.6mm wide
Air Filter			Ryco A109 (HB Torana!) Needs very slight trimming inside with sharp knife to fit
Oil Filter	M16 x 1.5-6h	Seal 70mm OD	Z96 Ryco. Large size. Purflux LS131 is smaller overall, as is Ryco Z93
Rear crankshaft seal		56 x 69 x 10	
Wheel bearing seal		45 x 62 x 8	
Wheel bearing		35 x 72 x 27	Dual row, angular contact. SKF 5207A

Supplied by Ray Potts

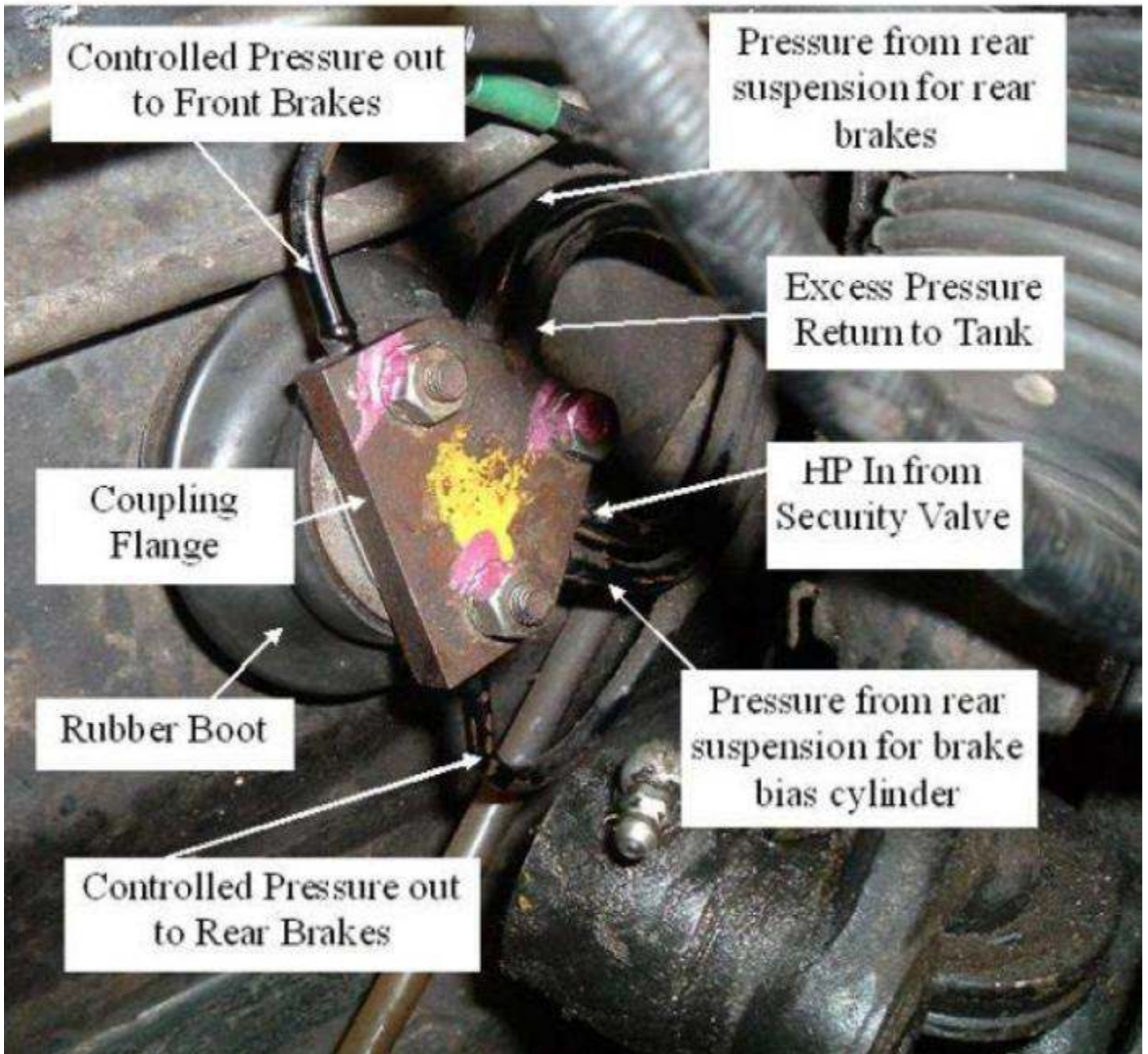


## Gearbox Bearings & Seals.

Description	Size	Comments	Official P/N	Part Numbers from suppliers		
				Der Franzose	ECAS	Burton
<b>SOURCED IN MELBOURNE</b>						
Primary (input) shaft front bearing	25x52x15 groove for spring ring 11mm from one side	Marked on bearing SKF 440256 SKF 6205 with snap ring. \$13.95 from Bearing Wholesalers	ZC 9620 178 U SKF 6205 NR	10282	96767	A1.8758
Secondary shaft rear bearing	20x52x15 11.5 to stop	DF10652 SKF 6304 with snap ring. \$24.75 from Bearing Wholesalers	ZC 9620 308 6304 2R SNR	10214		A1.8754
Differential side bearing	35x72x18	Marked Poland FLT3 30207A Taper roller bearing. \$63.53 pair of SKF ones from CBC.	26 203 529	10273	0207A	A1.8750
Drive shaft bearing (behind seal)	25x52x15	2 x bearings and 2 seals \$54.70 from Bearing Wholesalers	SKF 6205 2RSH	10652	205LU	A1.8756
Drive shaft seal	31x42x8	See above		12089	05305	
<b>UNAVAILABLE IN MELBOURNE SO ORDERED FROM EUROPE</b>						
Primary (input) shaft needle roller bearing rear	14.5x20x26.5	Check length. One from gearbox was 21.5 long	ZC9 620 373	10455		A1.8757
Pinion shaft front bearing	56x16 outer ring only	12 rollers 10m dia 10mm long	ZC 9620 224	10259		A1.8759
Thrust bearing needle roller bearing	29.5x46.7x1.92		26202299	10331		A1.8751
Pinion shaft needle bearing front synchro	29.5x33.5x18.2		ZC 9620 361 U	10326		A1.8775
Pinion shaft synchro needle bearing centre	19x23x17	In two halves		10304		A1.8776
Pinion shaft rear bearing	20x52x22 19 to stop	Dual row ball bearing	95 572 590	10213	95572590	A1.8752
<b>FOR INFORMATION</b>						
Nut for pinion shaft rear	29mm AF	LEFT HAND THREAD	A344-5A	10327	A3445A	
Nut for input shaft front	32mm AF	LEFT HAND THREAD				

Supplied by Ray Potts

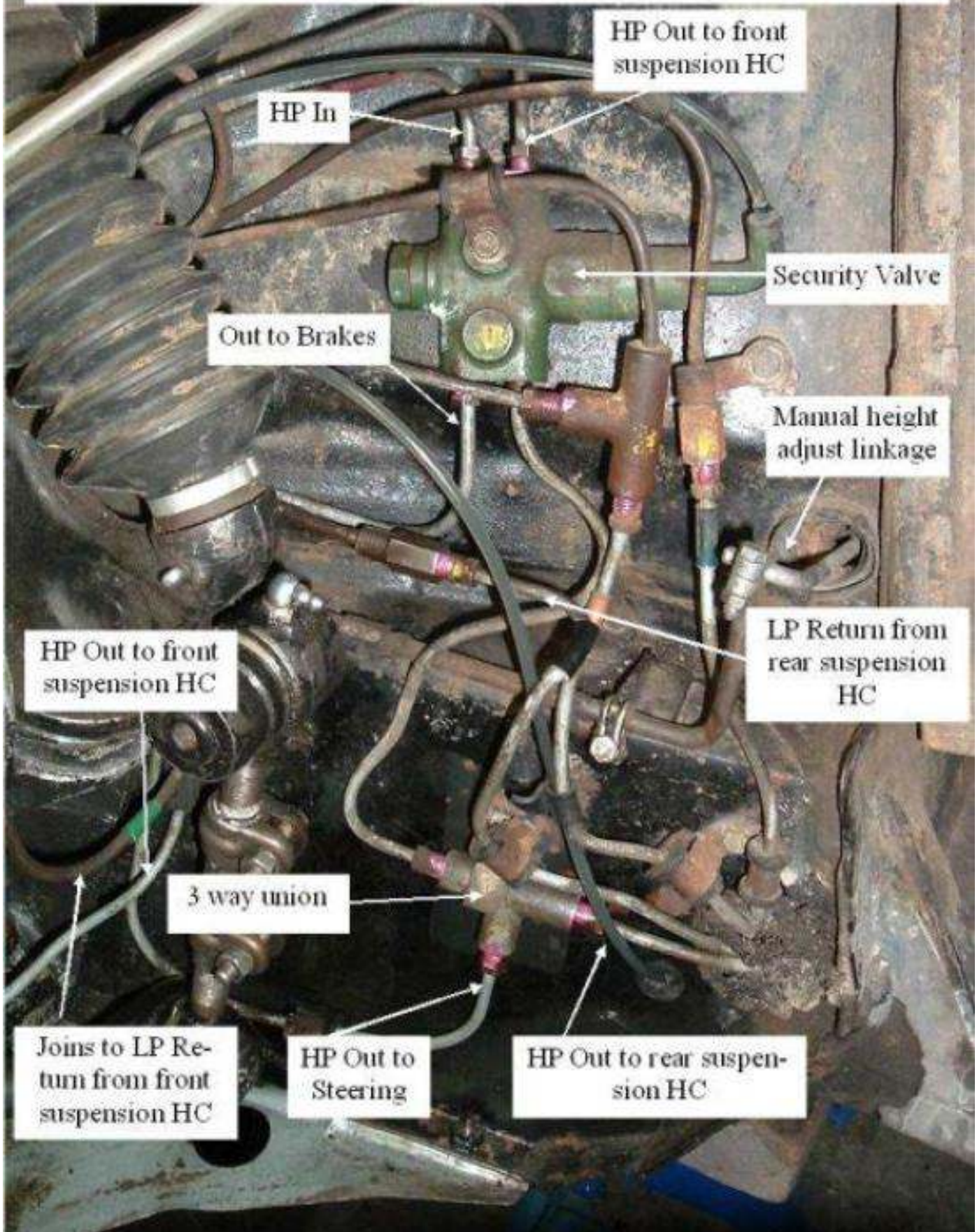
# Brake Valve Connections 1974 D-Special Behind cover inside RH Wheel arch



Courtesy: Ray Potts



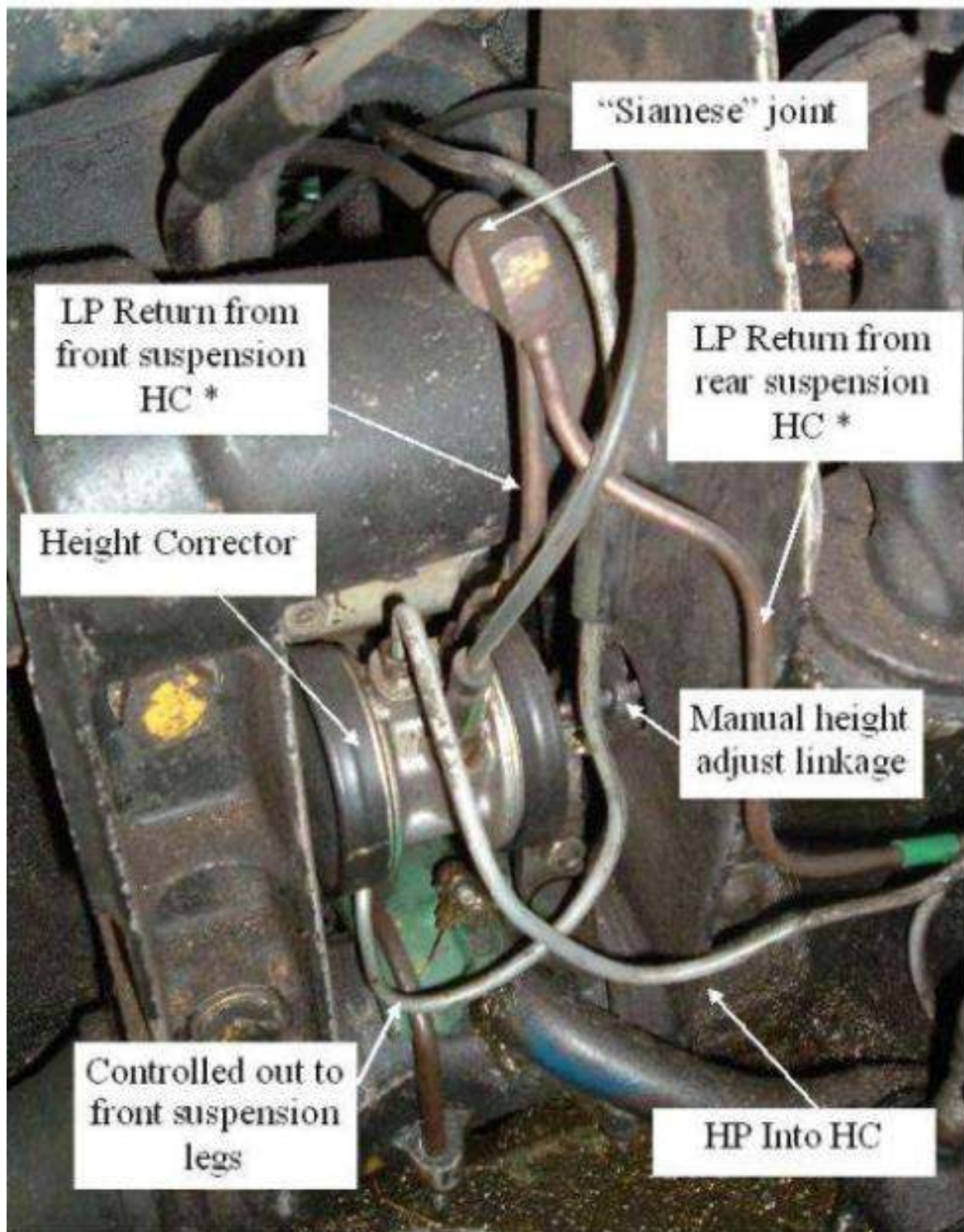
## Security Valve Connections 1974 D-Special Behind cover inside LH Wheel arch



Courtesy: Ray Potts—page 23-24



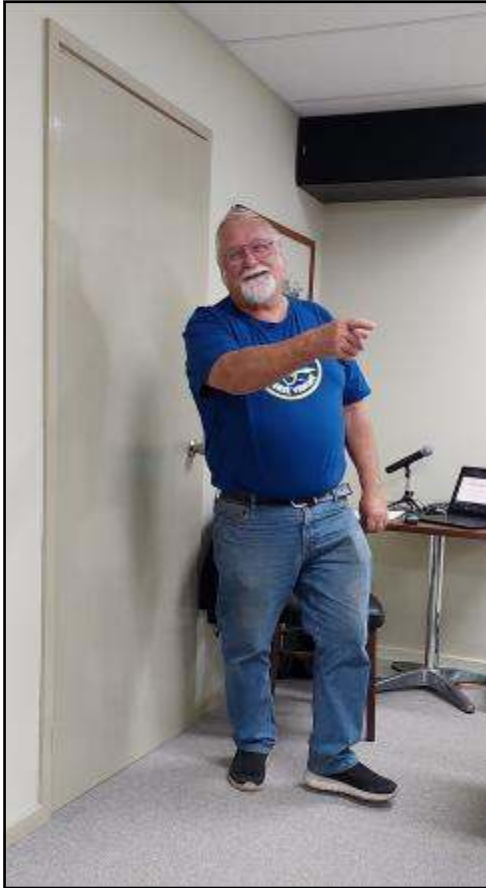
# Height Corrector (HC) Connections 1974 D-Special Behind cover inside LH Wheel arch



Note that the pipes marked \* are siamesed at the large joint and they both have a wire insert which reduces the internal diameter to a very small amount. This slows down the rate of return to tank and consequently slows the response to the "suspension too high" attitude.



# Citroholicism



Come with me on a virtual journey back to a suburban street in the early 1960's. The neighbours had all moved in around 1950 when the homes in the street were all built as part of a post-war housing development. They settled in, became friends and began to populate the street with rowdy kids. (Yes, and me!)

One neighbour, Wilkie, refused to toe an unwritten line. While all around him were transported by Holdens, Morris's, even a Vanguard, he embraced the "other" part of Europe and bought a Citroen! I remember Wilkie piling all of us street rats into this funny looking car and taking us around the block before making it go up and down a few times. This impressionable 10 year old was hooked for life! The non-conformist was Alphonse Culhain Wilkinson, and his influence on me was so profound that his name re-appeared many years later.

As I grew and my Petrol Headedness slowly developed, I found a dichotomy affecting me. My heart would lust after such cars as MGs, Mini Cooper S's and Renault Gordinis, but my head ruled that I could only afford an old Lambretta motor scooter for transport. This was barely adequate for a social life as we headed into the seventies, so it was augmented by an Austin A30, which was equally old but also (just) affordable. Keeping these venerable machines on the road nurtured my mechanical abilities. Mistakes were made, and usually remedied with the help of my Dad and fellow residents of the Street, returned men and practical motorists all.

Time went by and Milestones were encountered. I met Julie, got married and we gained a mortgage, a house, and children. Each of these milestones was usually matched with the acquisition of a new, or at least different, car. Julie knew I was a petrol head and tolerated me despite this. Over time we had a succession of Renaults and Peugeots. This lunacy culminated in the purchase, finally, of My Dream Car. A 1975 DS23 Pallas, my first Citroen. And so the descent into Citroholicism began.

## First Citroen: 1976 DS23 Pallas EFI 5 speed

The Cockroach, as it was dubbed, was far from new. It had been traded at Duttons for a new CX2400 having faithfully travelled over 300,000 km. It drove OK, passed a roadworthy test and was parked in the driveway for me to ogle every day. As the family car it was Julie's lot to drive this beast and she managed personally with it while wrangling a small baby and all the associated equipment. The only major flaw for her was its sheer size, particularly when trying to turn into, or out of, a parking space. Long wheelbases are tricky, and three creased doors were testament to their trickiness!



Until one day when the motor decided to run rough and expel large gust of black smoke from the pipe. Herewith began my forced education into the arcane mysteries of fuel injection. After a week of investigation and diagnosis the motor was improving, but still running roughly. While pondering over the rocking and rolling motor, I happened to brush against the wire going to the alternator field connection, dislodging it. Magically the idle smoothed out, the black smoke cleared and a lamp lit up over my head! It turned out that the alternator slip rings were machined slightly off centre causing an electrical spike to be generated interfering with the fuel injection. Apparently, the spike coincided exactly with one of the firing impulses for the injectors. Instead of going "1 & 3, 2 & 4" the spike was causing "1 & 3, All Four" which was obviously over-fuelling the motor.



After that the car was terrific, but Julie still felt bad about bending my Dream, so on the market he went, only to be bought by the son of the original owner who drove it back to Canberra and fully restored it. Last seen it was languishing in a shed with a heap of other Canberra cars down in Tambo Upper.

### **Second Citroen: 1977 CX 2400 Pallas**

As time went by and the household remained Citroen free, our three sons began to grow like weeds and all decided to learn music at a local music school. Imagine my surprise to spot a blue CX lurking in a carport beside the house. Once I got to know the music teacher I found out that she loved her CX dearly and had it regularly serviced at a rural location. One day she sadly informed me that the motor had died (run out of oil pressure!) and she would sell it to me very cheap.

After doing some research on the availability of a replacement motor I decided to go ahead and so the purchase was negotiated. Because the oil pressure was totally non-existent the motor would only run for a short while before trying hard to seize. Consequently the trip home of about 3kms was undertaken in 300 metre hops with breaks in between to let the motor cool enough to drive again. Once in the garage out came the old and in went the new.

I drove this one for about a year until one day, on the way home from work, the traffic flow in front of me slowed rapidly. I stopped, the bloke behind me didn't, in fact he drove into the back at about 80kmh! The driver's seat broke out of its mountings and I was suddenly looking at the headlining. CX and I were pushed into the car in front with me helpless to stop as I could no longer reach the brake pedal. The upshot was that although the CX was a total write off, I was able to lift the suspension up and drive home. Can't say the same for the bloke who hit me! This one got dismantled for spares and the remains consigned to the Great Scrap Yard in the Sky.



### **Third Citroen: 1981 CX 2400 Pallas**

Having experienced one CX, and now having a whole car load of spares if I needed them, I simply had to go there again. Looking around for a while turned up a beautiful burgundy red example with dual air-conditioning and all. The insurance payout just about covered the cost so we had a second CX in the driveway. As I recall, despite not having actually named the blue one, this one was dubbed "the Enterprise" because she sure looked like a starship.

This car seemed a little cursed, however, and from external sources. While parked at work one day a delivery truck decided to take a short cut around a corner running his back wheels up and over the front corner of my parked car! Result was severe panel damage to the right front and a bent chassis. My insurance company gave me the choice of writing it off or having it repaired, so I went with repair. A few weeks at the House of Heka in Dandenong saw the Enterprise returned straight and pretty. The truck driver's company were somewhat poorer too, I suspect! Then one day a tree in our front garden decided to shed a very large branch in a windstorm. What did it land on? Guess. So, after a roof repair I began to think about moving the Enterprise on.

She served well for a while longer until the Boys began to grow even more and the accommodation of a string of Peugeot Wagons was found necessary. A bloke from Werribee bought the car and I have no idea what happened to it after that.







### Fourth Citroen: 1974 D-Special

After the Enterprise moved on there was a hiatus in Citroen ownership until 2005 when the opportunity to take part in a "Round Australia Re-Run" arose. Discussion with the Mate who was partner in the venture, and pressure from No3 Son (who had always admired the DS) resulted in the purchase of a 1974 D-Special with good bodywork and a motor rebuilt by David Cavanagh. This was immediately dubbed Moby Dick and so began our adventures in the rallying world together. Over the years I haven't had to do too much in the way of serious mechanical work. There have been improvements and augmentations, primarily for increased protection in the back blocks, such as under trays etc., but also a complete re-upholstering for use as a family wedding car (twice now).



We've covered many miles together and enjoyed sundry rallies, hill climbs, autocrosses and tours. So far, the only time he let me down was when I took my elderly parents for lunch in the Macedon ranges and a drive-shaft flange leapt off on our way back. Full marks to RACV Total Care for their prompt management and courteous treatment of my 90+ year old passengers.

Moby and I are still together and we still enjoy funny looks from people when they're passed by a spaceship in full rally livery!

### Fifth Citroen: 1996 Xantia Image Wagon

After having had a Peugeot Wagon for many years, the usefulness of a wagon was undeniable so when the time came to replace the old Pug a bit of searching came up with a Xantia Wagon for sale in Tasmania. It seemed that Bruce Hoad of Queensland (coincidentally a GS Guru) had driven the Xantia down to Hobart to use when he and his Mum were in residence at their Pied-a-Terre there. Having subsequently decided to rent out the residence they were faced with an excess of cars to the tune of one. Aussiefrogs came to the fore and Julie & I flew down to Hobart to be picked up by Bruce in the wagon. A test drive later saw a deal done on the kitchen table and Julie & I set out for Devonport to meet our ride home. He was dubbed Zaphod on the way home, partly for the euphony of Zaphod the Xantia but also because we'd bought him in Tasmania. (Zaphod Beeblebrox has two heads in THHGTTG) A great drive in a great car. The Xantia had a few minor issues over time but I never regretted owning one of the last green fluid designs. It just did everything well, competently and comfortably. It was only when an occasional reliability hiccup interfered with my caring duties for elderly parents that I reluctantly decided to update and move Zaphod along, but not before another couple of Citroens attached themselves to me.



### Sixth Citroen: 1957 Slough built 2CV

I had always had a sneaking yen for a 2CV and was particularly fond of the early Ripple Bonnet design which I still see as being the ultimate utilitarian vehicle. While sighing over a picture in the CCCV Newsletter I was prompted by my lovely spouse that I had been contemplating a retirement project (although not at that time retired) and perhaps that car would be the Bees Knees for me. Once I managed to contact the seller I made an appointment to see it (and possibly purchase), organised cash, a trailer, a tow car and an Expert (Mr D Gries esq) to accompany me.





We hied to Ocean Grove, crawled all over the car and drove home with my very own Slough 2CV on the trailer and a lighter wallet. He was immediately dubbed “Alphonse” because (a) it sounded French and (b) Alphonse Wilkinson had set me on the path to Citroen Perdition all those years ago.

It took quite a few years, and a house move, before I was finally able to put Alphonse up on a hoist to get ready to restore him. Of rust there was very little, surprisingly, but the floors at least were going to need replacement. It was at this stage I metaphorically sat back and assessed my skills as far as restoration of a very rare classic car were concerned. Reluctantly I concluded that I was not the man to bring him back to perfection so I decided to sell him after being custodian for some 10 years.

I sometimes criticize Social Media, but in this case an advert on the 2CV Australia Facebook page resulted in Bruce Adame contacting me within hours and purchasing the car straight away. He arrived a week or so later with truck and trailer and Alphonse set out for Queensland accompanied by all the spares I’d accumulated as well.

Bruce has since done a full (and superb) restoration, aided by a travelling Viking at times. Alphonse now looks like he just chugged out of the factory in Slough and I’m amazingly jealous, as well as in awe of the skills used.

**Seventh Citroen: 1977 2CV6**

A Good Mate and I had long thought about a 2CV as a joint venture. It was only when one came up for sale in nearby Diamond Creek, however, that this came to fruition. Peter was in the Kimberley at the time but when I described the car to him, and the price, he immediately responded with “Yep, let’s do it. I’ll send you half the money”. Not one to hang about in decisions!



The 2CV came home to Eltham and was assessed for remedial works. I scored the job of sorting out the mechanicals, including the electrical system. Would you believe the ignition coil had been replaced with two “normal” ones taped together? A saggy spring was adjusted up and the whole thing stripped out and washed to assess the rust status as well as remove the possum smell from the upholstery. Once it was acceptably drivable I delivered him to Peter for him to address the couple of small issues needed on the bodywork.

We share a passion for weird fiction, not the least being the works of Douglas Adams, so when it came the time to name the car, we both hit on “The Alleged Vehicle” after a 2CV driven by the female protagonist in a Dirk Gently novel.

TAV was driven and loved by both of us for a couple of years until I was seduced away by the next 2CV opportunity. Ownership passed on to Pete after Gaston was on the road and, when his circumstances changed, he reluctantly moved TAV on to another Mate in Horsham, who loves it as much as we did.

**Eighth Citroen: 1979 2CV6**

While having a coffee break at work one day I was browsing Aussiefrogs, as you do, when an entry caught my eye. “Complete 2CV for free” was a clarion call one could not ignore. A couple of phone calls, a long hard think, another cup of coffee and I decided to chuck my hat in the ring, so to speak. I received the response. OK Pottsy, the car is yours. Needs to be gone by... etc. So a Road Trip was arranged. Trailer fettled, Land Rover Discovery borrowed from No 1 Son and two Mates enlisted. Off to Sydney we hied, arriving in Turrumurra to pick up the car from David Stewart, who’d been fending off enquiries endlessly while waiting for me to organise myself there. Thanks David, you’re a Prince among Men.







The car that was to be dubbed Gaston was dragged from under the tatty tarp that he'd hidden under for some years to be seen blinking in the light of day. Lacking a starter motor we couldn't do any of the usual checks so the next order of business was to check that the brakes worked (they did, great stuff LHM) and in leap Dave to control the descent down to the trailer in the street. Brave man. Untold generations of Sydney Funnel webs living in the car were in awe of his daring! Once on the trailer it was off Southwards through Saturday afternoon Sydney traffic. Not for the faint hearted by any means. Has anyone ever noticed the traffic lanes in Sydney are narrower than in Melbourne? A Disco is wide, and the trailer a bit wider! By the time we reached the outskirts it was time to refuel and change drivers before I ran out of nerves to steel and could afford some shaking time!

2016 saw me amassing parts for the anticipated rebuild and then, in 2017, the RAID NZ was announced. I tentatively mentioned the concept to Julie who agreed to be a part so 2017 was spent rebuilding a car from many old and new pieces, learning many new skills on the way.

The full saga of Gaston's renaissance in time for the RAID NZ is perhaps one for another time, but he made it there in one piece and returned the same way. One bonus was that David, the bloke who'd given me the car, was also on the RAID, and the look on his face when he saw the rebuilt car was priceless!

With several refinements along the way Gaston has since also made the long trek to Katanning for the Cit-In with only one minor mishap. (!)

Heading from Port Augusta to Port Lincoln we were experiencing a strong cross wind. Then a B-triple truck came the other way generating a huge bow wave. The coincidence of the bow wave and a strong cross gust removed the roof in a rather explosive manner, leaving the whole thing dragging on the ground behind and looking very sad. We were able to patch it up with Gaffer Tape and Tek Screws to enable us to tootle on to Perth. En-route I did some sketching and measuring and we phoned a set of specs through to Brian, our host in Perth, who was happy to go shopping for a large sheet of 1mm aluminium and a few other things. Over a couple of days we hand crafted a new roof, even gluing insulation inside it because Brian had some spare. We could not have done it without his help and tools, Another Prince among Men.

We unveiled the new creation at Katanning to looks of awe, amazement and, I'll admit, a measure of mirth. But it was a bit quieter and more rigid than the original hanky and it got us home to Melbourne with no drama.

Oh, and why Gaston? Does anyone recall a cartoon strip entitled "Alphonse & Gaston"? Obvious really.

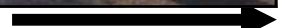
### **Ninth Citroen: 2006 C5 Wagon**

Zaphod was getting long in the tooth and threatening to be unreliable when he was needed the most, so I decided to update. Another wagon of course, and a model I'd admired for some time. A 2006 C5 diesel automatic wagon. My first ever diesel and it was a great thing. While I still have reservations about all-electronic cars, this one was a beauty. Being such an eye searing shade of red, he was dubbed Mephistopheles, the demon always depicted in red when Dante's inferno is illustrated. His demonic nature briefly came to the fore soon after purchase when the dashboard lit up with every alarm known to man and limp mode was engaged. A call to Auto Paris saw him head off on a tilt-tray for an extended diagnostic period of nail biting while a clogged intercooler was diagnosed and remedied, along with a replaced DPF. Once that hurdle was over, he was a superb car for a few years.



### **Tenth Citroen: 1974 GS Pallas**

I really shouldn't look at Aussiefrogs. The GS had always been a bit of an attractive mystery to me. While looking like a bonsai CX, the little motor seemed to have a poor rep which put me off a bit. That, and the rust issues people were always lamenting about, seemed to me to be good reasons to avoid one. Until a rust-free example for very little money came up on, you guessed it, Aussiefrogs. Some telephonic discussion and negotiation ensued and then the Old Firm of Mates were re-enlisted for another Road Trip.





Off to Canberra we went to meet Terrance at his home. Lo and Behold the GS was sitting in his driveway, idling quietly and pumped up. “I thought it’d be easier to get it on the trailer if pumped up” quoth he. I had anticipated that not only wouldn’t it run but that the hydraulics would be cactus. After all, the car had sat in a garage for some 10 or more years! Another Prince among Men. And so GiSelle arrived eventually in Eltham and a new journey began.

The advent of Covid and lockdowns worked to my advantage in that I only had to wander to the Shed to fill in the long, isolated, days. Eventually she was ready for roadworthy and on the road.

There have been a couple of glitches before and after heading to the 2019 Cit-In but progress is being made, albeit slowly. Unfortunately, the pre Cit-in trip for 2022 was cut short by a failure of a driveshaft near Eden. After 6 hours beside the Princes Highway the towie arrived and once again Total Care was exemplary in providing overnight accommodation in Mallacoota and a ride home for the three of us the next day. She Will Live Again!

### **Eleventh Citroen: 2015 C4 Grand Picasso**

Once the C5 wagon began to mount up in kilometres travelled I began to contemplate a successor. There were big boots to fill, in a literal as well as figurative, sense, but once again Aussiefrogs came up with a solution! C5 was advertised and sold in only a few days and then Robin in Crows Nest, North of Toowoomba, had on offer his C4 Grand Picasso with low miles and an affordable price. Pictures and measurements were exchanged and a week of serendipity ensued. The new owner of the C5 wagon drove off on Thursday and Julie and I flew off to Toowoomba on Friday. We were met by Robin and a pleasant test drive, conversation and lunch resulted in ownership and money passing across the table. Julie & I then set off on a leisurely return journey. Possibly the most relaxed long-distance cruiser I’ve ever experienced, the trip was fuss free and comfortable. Robin had already dubbed him Pablo so I can see no reason to change it.



### **One More Citroen (not mine): 2018 C3 Shine**

In the middle of all my games with Citroens Julie has had a couple of Peugeots. Her 307 came to an untimely end one day involving a wet and oily road and an unforgiving earth bank. Fortunately Julie was pretty much unscathed but the car was a total write off.

While we were in NZ on the RAID Julie had spied a new C3 with the “air bumps” on the side. She’s long espoused that shopping cars should be equipped, like dodgems, in this way. Having been impressed and grateful at how the 307 had protected her, a new product from the same stable was a favoured choice, and in 2018 a brand new, red, C3 Shine became her new ride, and Grandma’s taxi. She named him Oscar after the read headed twin in Upper Middle Bogan, for reasons known only to herself.



So there you have it, the journey so far. I haven’t detailed the 1968 Mini that shares the stable with the Frogs, or the plethora of Renaults and Peugeots that have come and gone. This is not their story.

I’ve loved every one of these conveyances for various reasons. The common thread has been the enjoyment of owning, driving, and often working on, something out of the ordinary.

As the saying goes: “Life’s too short to drive boring cars!”







My current fleet. - Potty

## APRIL Club night

Our invited guest and member Potty, gave an entertaining talk on his acquisition of a number of cars over the years and how he became addicted to Citroens. "I like to be different".



And each time the wife would say:  
"What are you going to throw away"?

"I made these specialised tools, and this how I used them."



# CITROËN C

# 20

All Concours imag



A new Citroën C4 Aircross on display





# CONCOURS

# 22

Photos: Brian James



Attendance from Trivet Citroën who showed us the new C4 Aircross





# CITROEN CONCOURS

## 2022

### Vehicle Classes

**Pre 1960:** Traction Avant and Rear Wheel Drive (or any other types, maybe we get a Kegresse!)

**ID/DS and GS/A Series:** including Bi-Rotor and SM

**A Series:** includes 2CV, Fourgonnette, Mehari, Dyane, Arcadiane, Ami 6 & 8

**X Series:** CX, BX, Xsara, Xantia, XM

**C Series and Moderns:** C3, C4, C5, C6 (and variations), all Moderns including DS Series

### The Winners of each class:

Pre-1960; Ian McDermott (CCOCA) 1951 Traction Avant

ID/DS GS/A SM; Daniel Levinson (CCCV) 1974 DS23 Pallas

A Series: John Wyers (CCOCA) 1976 2CV6

X Series; Nigel Wright (CCCV) 1982 CX Pallas

C Series and Other Modern; Sue Bryant (CCOCA) 2009 C4

Best In Show; Marg Towt (CCOCA) 1990 2CV6

Popular Choice; Sven Gade (CCCV) 1964 ID19 Safari



Best In Show; Marg Towt



Pre-1960; Ian McDermott



ID/DS GS/A SM; Daniel Levinson

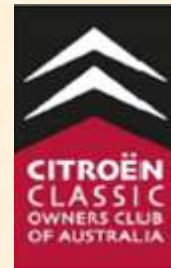




A Series: John Wyers



X Series; Nigel Wright



C Series and Other Modern; Sue Bryant



Popular Choice; Sven Gade



# CINTROEN

# 20



What would we do without them? Nourishment at the BBQ



John Wyers w





# CONCOURS

## 22



with Mathilde



Popular Choice; Sven Gade (CCCV) 1964 ID19 Safari—Below





## 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.

## Wanted to buy

3/22

### High Pressure single cylinder pump for ID19. 1966 model LHM fluid

I would like to get a good secondhand one in working order if someone could assist.  
My contact number is Mob. 0418 359 662 Rod Gleason

## 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.

## Pleiades

### Automotive Hydraulics (Australia) Pty Ltd

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience

We recondition: - Steering racks, Pumps, Spheres, CX steering control units,  
Gas struts, Height correctors, BX strut etc.

We supply (Ex UK):- Corrosion resistant pipe, Flaring tools, Fittings, Seals  
& a wide range of Citroën Spares



**IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE**

AUSTRALIA: -

PO Box 834 Childers Qld 4660  
Phone/Fax (07) 4126 2502  
Mobile: 0427 161 132  
email: [pleiadesauto@hotmail.com](mailto:pleiadesauto@hotmail.com)

UK:-

12a Brookside  
Sawtry Cambs PE28 5SB UK  
Tel/Fax: (001144) 1487 831 239  
email" [Pleiades.sawtry@gmail.com](mailto:Pleiades.sawtry@gmail.com)  
[www.pleiades.uk.com](http://www.pleiades.uk.com)



## 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

Phone 0417361049..Western Victoria



## CLUB SHOP

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

## 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

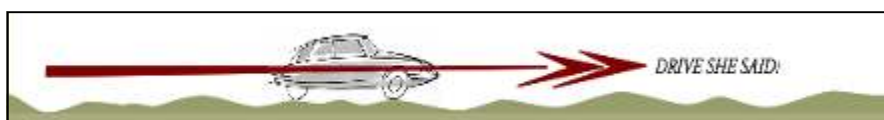
**CONTACT WOLFGANG SIEM ON 0425 872 082**

## 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.

**WARNING:** Anyone new to hydraulic systems in Citroens are strongly advised to understand the safety protocols before working on the car. This applies especially to ensuring the system is fully depressurised and the car safely supported on stands. CCCV takes no responsibility if an injury occurs.







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## LHM SALES *(Strictly Members Only)*

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