

*SPECIAL
FEATURE*



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.
Internet: www.citcareclubvic.org.au

October 2021

IN THIS ISSUE
Peter Robinson's address
at
CITIN-Bendigo
Easter 2021

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Peter Moloney 0411869 705 president@citcarclubvic.org.au

VICE PRESIDENT

Bruno Tonizzo 0418 945 461

SECRETARY

Michael Faulks 0432 537 060 secretary@citcarclubvic.org.au

TREASURER

Peter Moloney 0411 869 705 treasurer@citcarclubvic.org.au

COMMITTEE

Editor Brian James 0427 534 014 photoimage2001@yahoo.com.au
 Events Dave Rogers 0422 229 484 drogers11@gmail.com
 C/shop Wolfgang Siem 0425 872 082 woljen@gmail.com
 Haydn Kelvy 0432 252 229 haydnkelvy@gmail.com
 John Parsons 0407 045 388

CLUB PERMIT SCHEME SECRETARIES

Ferdi Saliba * 0409 384 977 ferdi.saliba@gmail.com
 Tom Gruzca * 0431 396 277
 Dave Rogers * 0422 229 484
 Bruno Tonizzo * 0418 945 461
 Peter Moloney * 0411 869 705

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
 membership@citcarclubvic.org.au

NEWSLETTER EDITOR

Brian James 0427 534 014
 Photoimage2001@yahoo.com.au

LIBRARIAN & EVENTS

Dave Rogers 0422 229 484

WEBSITE ADMINISTRATOR

Tom Gruzca * 0431 396 277

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

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 is available of what is available is listed on the Club's website.



SEW ON CLUB
 BADGE—\$7.00



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



Seals (O Ring) Spheres
 “T” shirts, Polo shirts and Jackets with Citroën logo available for order from Club Shop and many other goodies.

CLUB SHOP

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



I hope this issue finds you and your families well.

The Committee has decided that, because of the uncertainties involved, we will not organise any additional future events until we know what it

will look like in terms of health rules. But we do have a view on what it will most likely look like:

- No in person club meetings until February next year. This seems like a long time away, but we are unlikely to be able to meet in anything but a small group until late November. In December we will have a joint Christmas BBQ with CCOCA. This outdoor event will give everyone a chance to meet in the safety of outdoors. It is planned for the 16th December 2021 and we have a contingency plan if the health rules overly restrict outdoor gatherings, to be sure everyone that wants to attend this are able to do so.
- Some club runs so we can get our cars out of storage and give them a good run. These will initially be metropolitan only as Melbourne will still be restricted for some time. As soon as that restriction is lifted, we can head out North, West and East for either day or weekend runs. The runs in Melbourne will be at short notice as we want to watch the weather forecasts so we can picnic outdoors. The runs in country Victoria are still in the planning stage but a trip to the Heathcote wine region is in the final stages of planning thanks to Haydn Kelvy.



If undeliverable return to:
 CCCV PO Box 122
 Nunawading Victoria 3131
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- We will continue our zoom meetings with a quiz to give everyone a chance to chat to others if they wish. The October Annual General Meeting for the club must also go-ahead using Zoom and to ensure we have a quorum we would appreciate all that can attend to do so. At this meeting we will also vote in the committee for the new year – so for those with views on how the club should be run or to just help the current committee make the club as good as it can be, please put your hand up.

Speaking of events, it is with pleasure that I can advise that the Cape York RAID is back on the books with a departure from Melbourne on Thursday 16 June 2022. This raid has been designed to be easier on the vehicles and their occupants than a normal raid but still has some fun challenges. It's a chance to see a part of our country that many of us, including me, have not seen. It includes a choice of camping or indoor accommodation. If you would like to join this adventure you will need to contact Dave Rogers and get yourselves on the list. Please don't wait too long as accommodation options are apparently experiencing strong bookings.

In the meantime stay the course – we have gotten this far, and it is not long to go. I look forward to catching up with you all soon.

Peter Moloney.

FRONT PAGE and BACK COVER

Images from Peter Robinson's address at
CITIN Bendigo
Easter 2021

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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.

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: CCCV.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: Justin Mason Barongarook. 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 \$14.00 per litre as at 9/7/20 (see p/27 for your closest rep)

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

Events Calendar

2021

Draft Activities Program

2021

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

Monthly 1st- Chit-Chat Tuesday Chit-Chat Tuesdays will be at Laneway Espresso Café – next door to Dromana Hotel – from 10 am onwards.

This is a low-key “DIY” event for likeminded Citroen owners to meet and chat. Contact: Warwick Spinaze 0407 016 719 **CCOCA & CCCV event for coffee & chat.**

Monthly BOY'S DAY OUT-Port Arlington Golf Club-
WHEN: The fourth Thursday each month and the third Thursday in December (See p/7) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate. **CCOCA & CCCV event for coffee & chat.**

- Oct 21 Club night **AGM**
M. Faulks DS resurrection x 2
Heathcote Wineries (Date TBC)
- 30 French Car Festival – **CANCELLED**
- Nov 14 Beaumaris Concourse Car and Bike Show
(New date due to lockdown)
- 18 Club night
- Dec 16 Christmas BBQ. CCCV & CCOCA event

2022

Feb Maling Road Autoclassico –Canterbury
Mar 19-25

For those folks who would like to have a bit of fun and enjoyment before CITIN 2022, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights. March 19, 2022 @ 8:00 am - March 25, 2022 @ 5:00 pm

Check CCCV website for full details.

Mar 25-28 CIT-IN COWRA NSW

See website

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

CCCV Club Advice Line

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

Forthcoming Club Events

Date TBC Club run

HEATHCOTE WINERIES

Time and location TBC.



OCTOBER 21 Via ZOOM

AGM DOCUMENTS

**LISTED IN A SEPARATE PUBLICATION UNDER
NEWSLETTERS ON THE CLUB WEBSITE.**

**An email will be sent to all members with a link to the ZOOM
meeting.**

**ALL ABOVE EVENTS ARE SUBJECT TO LOCAL
COVID RESTRICTIONS.**

**PLEASE CHECK YOUR CCCV CLUB EMAILS FOR THE
EVENTS-LATEST CONFIRMATION/INFORMATION.**

Delivering a Goddess to Nobility

My previous articles about selling Citroën cars in the UK during the 1970s have focused on some of my near-disasters. This should not suggest that all my time was problematic: 95% of the time I had a ball. Almost all of my customers were wonderful, I worked in a prosperous area, the economy was strong, and Citroën's UK sales were accelerating. One of the best of those golden days was when I sold a new Safari to Sir Robert and Lady Bellinger.

At the time, Sir Robert was the chairman of a major grocery chain. He and Lady Bellinger were spending the week at their country home – close by the village where my dealership was located.



Sir Robert and Lady Bellinger.

On that beautiful summer's morning, I took a call from Sir Robert requesting I show him and his family a Citroën Safari. He told me to drive up to the house and ring the doorbell. Should there be no answer, I was to sound the horn and proceed by a side road down to the swimming pool.

Later that day, the Safari and I rolled slowly along a lengthy drive and stopped outside the large and rather grand Georgian-style house. There was no answer at the house and so I drove down to the pool, where I could see the family was cooling off with their two young children and their nanny.

After the usual introductions and a walk-around of the car, Sir Robert and his wife got in and we went for a test drive. The route I used had a little of everything, including a freeway, country lanes and residential streets; the latter was chosen because of its speed-bumps. I never ceased enjoying the customer's initial horror and then amazement as I drove over the

bumps without slowing down; the self-leveling oleo-pneumatic suspension provided a perfect ride without transmitting any sensation or sound into the car.

Sir Robert took the wheel after a mile or two and took us back to the house. Lady Bellinger declined a test drive but both people were delighted with the car and we concluded the order details back at the pool; I would place their order on the Slough distribution centre as soon as I got back to base.

I thanked Sir Robert and started to head back to the car, but was surprised when he asked me to join the family in the pool – because it was such a hot day. He was also kind enough to say I had made the sale more enjoyable than he had expected. Feeling pleased but somewhat over-awed, I stammered out that I did not have any swimming shorts to wear.

That was not to be a problem, as Sir Robert explained he had several spare pairs in the changing hut.

The day was hot and the kids were splashing around happily in the crystal clear water. The offer was tempting but I really did have lots of work awaiting me. It was not a difficult decision in the end: the pool's attraction won easily and I disappeared into the hut to get changed.

The water was like silk, the kids were playful, and I soon joined in with their games while their parents looked on happily. Not wanting to outstay my welcome, I excused myself from the pool after a reasonable time, and changed back into my suit and tie.

But I was not allowed to leave until I had shared a perfectly chilled glass of white wine with Sir Robert, and it was then that the afternoon became most interesting:

After asking a few questions about my work, what I had done before, how I enjoyed selling Citroën cars, and so on, Sir Robert told me a little of his life story: Growing up poor in London after the death of his father in the 1920s was tough: young Robert left school at 14, pushing a barrow around the local markets and selling various food items to help his mother.

Ambitious to make something of himself, he joined the Kinloch Group in a very junior position and started working his way up the ladder while studying business in the evenings. By the age of 20, he was an



accountant; by the age of 28 he was Managing Director and by 35 he was Chairman – a position he held for 30 years.

These were remarkable achievements for a man of his youth and background, and says much of his abilities and drive. Highlights of his career were to be knighted in 1964, and to be elected the Lord Mayor of London in 1966. He was also involved in various charities and held several directorships.

The Lord Mayor of London is a very ancient position that recognizes the financial and diplomatic skills of only a very few senior business leaders. The role is completely separate from that of Lord Mayor of London with all that larger city's boroughs. The Lord Mayor is responsible for the walled city of London, the inner "square mile" of the original Roman City that is today one of the world's foremost financial hubs. This position within the old City is subordinate only to the monarch of the day. It is partly ceremonial but also key to the smooth functioning of London as a financial centre and to its success.

As a side-note, Sir Robert visited Toronto in 1967 as part of his duties as Lord Mayor.

Sir Robert's one regret was that he had spent so much time and energy in building his career and company that he had not married until quite late in life. He would have been in his early 60s at this time, while his children were aged around 8 and 11. He adored his wife and their children; a charming family.

I finished my glass of wine, thanked Sir Robert for both his business and for such a delightful afternoon, and headed back to the dealership.

It was quite hot and uncomfortable in the showroom when I returned, but I was fresh as a daisy after my swim and glass of wine. I told my boss about the Safari sale but thought it best to omit the rest of my afternoon.

I have thought back to the experience over the years, and realized how fortunate I was to have been invited to spend that afternoon with one of the kindest, most charming and considerate gentlemen I have ever met, together with his delightful family. What a role model for a young guy to have met.

Sir Robert passed away in 2002 at the age of 92, after a life very well spent.

Definitely one of the 95% of my great days selling all things Citroën.

by Geoff Fitzgibbon... September 3, 2021

<https://citroenvie.com/delivering-a-goddess-to-nobility/>

CITROËNVIE!

This is a mildly edited version of the talk AMHF board member Peter Robinson gave to the 51st National Citroen gathering (CITIN) at Bendigo on April 4 2021.



Good Evening...and thank you for inviting me to the 51st National Citroen gathering.

It is far too long since I spent time in the presence of so many marvellously creative cars. Perhaps I should admit now that I've only owned one Citroen: a 1985 2CV Special, bought new by circumventing import restrictions.



So perhaps the best way to prove my credentials is to describe my protracted relationship with surely the most original of all automotive marques. Yet, talking to such a knowledgeable group on their favourite cars is fraught, so please forgive any errors. Your knowledge of Citroens far surpasses mine...

On Sunday, December 26, 1965, LH 254 flew me to Paris' Orly airport. I was but 21 and in my third year as a cadet motoring journalist. My plan was simple: catch the airport bus to central Paris and find a DS taxi – only a DS – for the ride to the hotel. Ignoring the Peugeots and Renaults at the taxi rank I waited... intent on landing my first ride in a Goddess.

Unhappily, I don't have any photographs of this adventure, so have substituted this 2015 shot



I'm not alone in thinking Citroen's ineffable DS the most beautiful car in the world. My bias may colour any such judgement, yet I contend that the combination of absolute purity of line, originality of concept, and radical - advanced is too mild a word for the breathtaking DS – engineering and design, created a car of unsurpassed beauty.

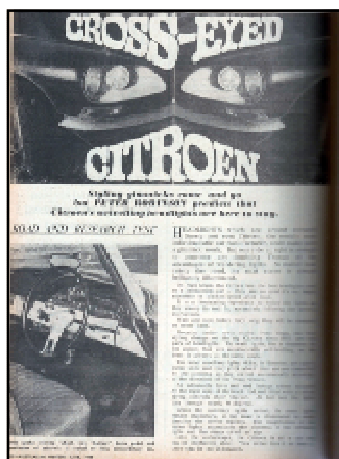
I still stop and stare whenever I see the exquisite DS: to admire the simplicity of its shape, the flawless proportions of Flaminio Bertoni's sculptured contours and the clarity of its detail design. Such is the depth of its cleverness, this most intellectual of all cars can still surprise 65 years after it first stunned crowds at the Paris salon in October 1955.

I lingered in the midnight cold for at least 15 minutes before a black DS taxi arrived. Wallowing in the unmatched comfort of its vast rear seat and soaking up the ride comfort of the red-fluid suspension, I knew it was the most comfortable car I'd ever experience...Who said you should never meet your heroes?

A couple of days later I hired an Ami 6, the weird, also Bertoni-styled, rebodied 2CV. I wanted the sedan with its reverse angle rear window – like a '59 Ford Anglia – but the rental company could only offer the Ami wagon. On snow covered pre-Autoroute roads, I drove to Le Mans to lap the famed road circuit. A thrill, even with a mere 602cc, 19kW and 105km/h top speed. My contemporary notebook tells me, "duelled with a girl in pigtails, also driving an Ami", though I doubt she was aware of our contest.

Two years later and further along in my career, I road tested a DS21 Pallas for *Australian Motor Sport & Automobiles* magazine, writing, "The Citroen is a long distance runner, out front and alone."





A year later, Victorian dealer John Regan lent me a new DS, the first with turning headlights.

Both came with the short-stroke 2.2-litre 109bhp engine, but the manual gearbox of the newer car slashed acceleration times: to be precise the standing quarter mile dropped from

20.0seconds to 18.9seconds and again I discovered the DS's supreme straight line high-speed stability.

I wrote, "Citroëns are not for stop-start motoring, to be really appreciated they must be driven fast on the open road – preferably one with a poor surface. In these conditions they are unsurpassed."

In 1971, three months into the editorship of *Wheels* magazine, my enthusiasm for all things Citroën pushed the new GS to the cover.



Sadly, sales of the magazine bombed....a Citroën hasn't reappeared on the *Wheels* cover.

Our left hand drive test car, then the only GS in the country, came from Citco, the NSW importers, and

won our admiration for all its traditional Citroën qualities. Still, we questioned the legibility of the drum speedometer and how Australians would take to a 1.0-litre car priced 50percent higher than the local Holden and Falcon sixes?

A year later, word filtered through of the arrival of Australia's first SM, converted to right hand drive by Chapel Engineering in Melbourne. The SM shared garage space with a Ford Thunderbird and a Buick, which perhaps explains why the owner's wife found the manual Citroën hard to drive. Hence, LAB 888 was for sale....



After a day's driving the 'cloud nine' SM, I wrote, "Revolutionary in the true sense of the word, complex, sophisticated and completely captivating, the SM represents a realm of motoring beyond the imagination."

I wanted an SM then and I want one now.



The CX finally arrived in Australia in 1976 and, initially, came as something of a disappointment, perhaps because our expectations for any DS-successor were too high. Low gearing suggested the need for a fifth ratio, wind noise was excessive, the air conditioning weak but, most of all those early cars, with their manual steering, just didn't feel like a traditional effortless big Citroën.

Even with almost five turns lock to lock the steering was heavy at low speeds and demanded too much lock in any given driving situation. We told readers to wait for the much faster power steering, promised for a few months hence.



In mid-1982 we again tested the CX and proclaimed “Promise fulfilled”. The car came from Jim Reddix and did everything we expected. The CX Reddix loaned us corrected almost all of the early 2200’s flaws: its 2.3-litre injected engine came with a five-speed gearbox and variable power steering that felt like the SM, and instantly appealed. My old enthusiasm for Citroen returned. Again a big Citroen achieved the high-speed-lounge-room-on-wheels of the DS.

I called it “quite simply the most comfortable sedan in the world.”

Sadly, around that time, the Government’s complex quota system saw the number of Citroens allowed in Australia reduced from 870 in 1975 to 400 cars in 1979. New agents Brysons’ attempt to resurrect the marque failed and they gave up, selling its Citroen quota to BMW. This left Jim Reddix’s Maxim Motors with just 102 quotas for Australia. So low were the numbers that for a time Citroen took Australia out of its manufacturing computer. There were rumours Leyland Australia, newly appointed as Peugeot distributors, might take over Citroen.

That didn’t happen and after quotas were finally eliminated in 1988, Citroen distribution passed through a number of hands, a situation that continues to this day when, sadly, only a limited range of C3 and C5 models, and not even a Berlingo, are offered.

In late 1984, while staying in London with my friend Steve Cropley, then editor of UK’s *Car* magazine, I whinged that the stiff and notchy manual gearbox and sharp clutch of my loaner six-cylinder Jaguar XJS made driving smoothly in London’s heavy traffic difficult. Steve suggested I bor-

rowed his 2CV and we swap cars for the weekend. I had hoped for nothing less. Not for a moment did I miss the Jaguar.

The 2CV’s charm, its ease of driving and practicality, were ideal in London, the performance entirely adequate, the ride superb. And I fell for the 2CV advertising campaign.

FASTER THAN A FERRARI.
Travelling fast at 71.5mph the Citroën 2CV will easily overtake the Ferrari Mondial travelling at 65mph.

AS MANY WHEELS AS A ROLLS ROYCE.
The £15,240 Rolls Royce Silver Spirit. How many wheels? Four. The £2,584 Citroën 2CV. How many wheels? Exactly the same.

MORE ROOM THAN A PORSCHE.
With a possible 300cu. ft. boot space there's no need for one of those plastic luggage sticks on your bit of tin-about.

THE £2,584 CITROËN 2CV.
All you'll ever need in a car.

PLEASE CONTACT AT TIME OF GOING TO PRESS AND FOLLOW OUR LEAD. WE WILL PROVIDE SEAT BELTS. CALL US TODAY BY MAIL OR PHONE. SEE YELLOW PAGES OR NEAREST DEALER. CITROËN CARBS LTD. 444, ST. MARK'S ROAD, SALISBURY, WILT. SAL9 4JH. TEL: SAL5040. LONDON.

I handed back the Struggler, Steve’s nickname for his bright red 2CV Special, and immediately began to plot to buy a new example and import it home to Australia. In late 1984, I persuaded Kerry Packers’ Australian Consolidated Press, which owned *Wheels* magazine, to bid for the rights to produce the official program for Australia’s first World Championship Grand Prix. When *Wheels* won the tender, I was asked what I wanted for the extra work? Management agreed to buy me a 2CV. Time to comb through my collection of 2CV brochures.

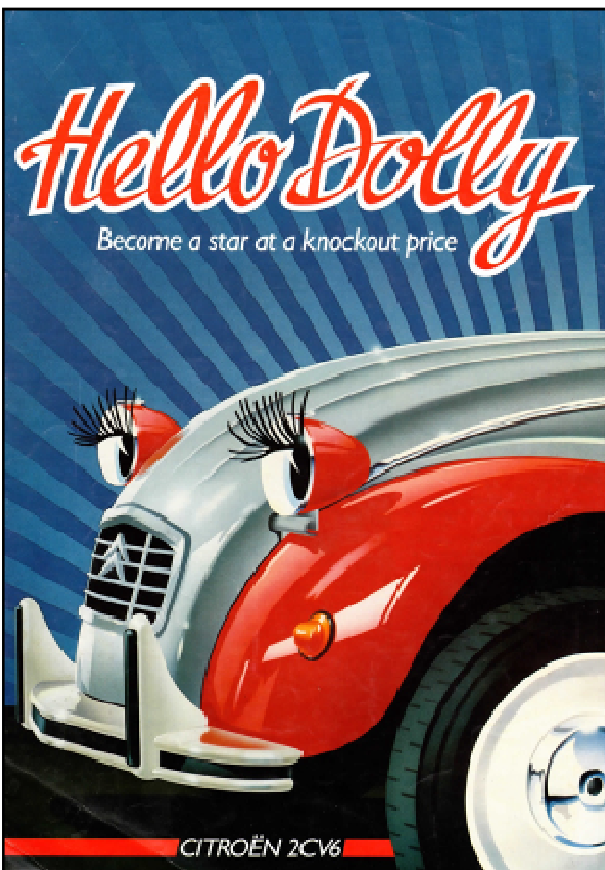




1963 Citroën 2CV



CITROËN 2CV



At the time, Australia's import laws meant that if you owned a car outside the country for three months and then brought it back it could be registered as a tourist delivery car.

ALL ACCOUNT PAYMENTS TO:
 P.O. BOX 101
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Maxim Motors Pty. Ltd.
 CITROËN PIÈCES D'ORIGINE

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3-7-85

PART NO.	DESCRIPTION	CODE	UNIT PR.	EXTENSION	DISC.	S	C	OFFICE USE ONLY
	2CV 6 SPECIAL							
	COLOUR - BLUE DES							
	FRONT PANELS							
	TRIM - TER MOSE							
	RIGHT HAND DRIVE							
	PRICE 24,300							
	FRONT PANELS							
	TOURIST DELIVERY							
	EXCHANGE RATE							
	6.10							
SUB-TOTAL								
SALES TAX								
FREIGHT & CHARGES								433.87
LESS ALLOWANCES								
TOTAL								\$ 4417.87

GOODS WILL ONLY BE RECEIVED FOR CREDIT
 IF RETURNED FREIGHT PREPAID WITHIN 30
 DAYS FROM DATE OF INVOICE WITH ORIGINAL
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E-46 E

*Steve Orsley, a journalist, looks for ACP to
 import more used in concessions in Australia.
 How to convince importers taking over this role
 in NSW. ACP agrees on Orsley's behalf
 in the financial dealings with Maxim's*

That's what I did: ACP bought the Celeste blue 2CV Special in Steve's name, though he did not see the car until two years later when we registered the 2CV in my name in Sydney. The little duck was everything I wanted: so utilitarian that with the rear seats removed it collected bookcases and Christmas trees. The skinny 125 x 15 Michelin X tyres provided traction that bettered many four wheel drives, the engine always willing, even if progress was slow.

The lack of a radio annoyed my sons, though I doubt they'd hear anything above the throb and thrash of the air-cooled twin. Why, oh why, did I sell it? ORA 858 where are you?

By the way, have any of you seen Andrew Frankel (Autocar magazine and The Intercooler website) and Chris Harris (Top Gear) racing their 425cc 2CV across an English field? Delightful story.

Having moved to Italy to work as European editor of the UK's Autocar magazine in 1988, I attended the May 1989 XM launch in the south of France. For the XM, Citroen management sought four design proposals: Two came from the in-house studio under Carl Olsen, one from Bertone and the fourth from Marcello Gandini, by then an independent designer who, while at Bertone, had earlier been responsible for the controversial BX. Bertone's proposal was accepted after styling clinics played a part in ensuring the design was "correctly targeted".



The result was no DS, but distinctive and obviously a Citroen.

Again, the new Citroen's ride combined the ability to adjust the suspension, were overwhelmingly the car's best feature, even taking into account the availability of a V6 version, the first six in a Citroen sedan since the Big Six went out of production in 1955. The SM, also V6, could never be given such a prosaic definition was sedan.

Later the same year I compared the XM with a BMW 530i and Rover's Honda Legend-based Sterling. The BMW won, but the XM finished a close second.

More interesting by far was evaluating the XM with its predecessors: all drawn from the company's vast, then secret, collection of old cars.



Citroen delivered a 1954 Big Six 15H, the six-cylinder Traction and the first car to feature hydropneumatic suspension, if only at the rear; a 1973 DS Pallas 2.3 driving through a four-speed semi-automatic gearbox; a 1972 SM, with its claimed 0.25cd drag factor; one of the last CXs, here in GTi form and firm riding to the point of being harsh; and the new XM as a V6.

My idea was to discover how true the XM was to its historic ancestry. What we gathered was an automotive quintet of exceptional courage and far-sighted thinking. The assemblage also represented a history of the family car according to Citroen, at least until the arrival of the much-delayed C6 in 2005.



Will you be surprised to learn that we found the DS the most convincing expression of all that Citroen wanted to achieve, then came SM, the Big Six, despite its extremely heavy steering, followed by the XM, leaving the CX trailing. Yes, trailing, rather than last. The reality is, today I'd be happy to have any of them in my Theoretical Car Room. garage.

Around 25 years ago, rumours of a still secret Citroen bunker first surfaced.

Located somewhere in the suburbs of Paris, it was said to contain a stash of hundreds of historically important models, including once hush-hush prototypes. I was desperate to gain access. My enquiries were ignored, normally helpful Citroen people denied any knowledge of the collection, despite their having produced that great selection of cars in 1989.

Frustrated at not being able to breach the secrecy while living in Europe, I retired disillusioned, knowing one of the few genuine possibilities on my now short automotive bucket list remained unfulfilled.

Not quite. In early 2015 I mentioned the collection to Tyson Bowen, then Citroen's new pressperson. A few weeks later the always helpful Tyson rang to ask if I'd like to go to Paris to see the Citroën Conserva-

toire. I'd retired from full time work the year before but this, I know you will understand, was impossible to resist.



Tucked off to one side of Citroën's old Aulnay-sous-Bois plant, which closed in 2013, and close to the A1 autoroute heading north to Charles de Gaulle airport, is a low, nondescript gray and mirrored-glass building surrounded by near empty car parks. One double-chevron logo adorns the awning at the entrance of a structure that was purpose built to house nearly a century's worth of Citroëns, including several rare one-of-a-kind models and an example of nearly every model the company has produced.

Before the museum's inauguration in 2001, most of the cars, engines, documents and memorabilia were scattered throughout northern France in various PSA Peugeot-Citroën factories. During the 1980s and 1990s, when Citroën's creativity was minimal and it was building too many boring cars under the PSA regime, the company consciously turned its back on the quirky models from the past.

Fortunately for us, under a more enlightened management, Citroën has come through the denial-period and now takes its rich history seriously.



Almost every piece of Citroën's collection is now located in the Conservatoire, though not everything is on display.

About 300 of the circa-400 cars in the collection are on the floor at any given time and most are in excellent running condition and used on a regular basis. The others are on loan for classic car events and publicity campaigns. The archive section is located in separate rooms that boast almost two kilometres of shelf space and can now be accessed for research and to obtain detailed information on old Citroëns.



At first the Conservatoire wasn't open to the public, only Citroën clubs from around the world and the occasional lucky journalist. That changed, though today, the exhibition is closed due to COVID. For those who have not seen the Conservatoire, please think of a visit once international travel begins again. You won't regret it, I promise.



The collection includes the first car ever made by the eponymous Andre Citroën – a 1919 Type A – which he repurchased in 1925, knowing even then that it was worth retaining. Only from 1982 did Citroën adopt a formal policy of keeping the first or the last (or both) of any new production car, all concepts and crucial engineering prototypes.

The density of innovation is obvious everywhere and takes in a rotary-powered RE-2 Citroen helicopter, the twin-engined 2CV Sahara, rotary M35 coupe, dune-buggies and Sebastian Loeb's WRC winning cars. Most I knew, if even vaguely, but one gold mystery car confused me. Built sometime around 2000, it was a foam mock-up based on the Xantia and lacked an engine and interior.

Ordinary in appearance, except this little known styling exercise was intended for the Detroit International Auto show as a proposal for Citroen to re-enter the American market, a plan later abandoned. It's possible to trace the evolution of the 2CV from the 1936 TPV – French for Very Small Car – single headlight prototype to the final Portuguese production car in July 1990, the last of 5,114,966 units. Among all the 2CVs is a special display of three dusty 2CV prototypes. During the summer of 1939 Citroen built a pilot run of 250 cars, brochures were printed and everything was ready for the 2CV to be launched at the October '39 Paris show.

The outbreak of war forced abandonment of the unveiling and for decades it was believed all but two of the cars were destroyed to prevent their use by the Germans. Until, in 1994, workmen found an additional three TPVs walled up in the attic of a barn of a farm building at a Citroen test centre. Deliberately hidden from the invaders and then forgotten, they were discovered by accident. Today, happily, they remain covered in grime and unrestored and that, according to Citroen, is the way they will stay.

Among the many highlights at the Conservatoire:

Andre Citroen's first car launched in 1919 as the Type A. In 1925 Citroen bought it back and it formed the basis for the current collection. Learning from Ford, Citroen quickly became Europe's first mass-producer of cars, building 20,000 Type As in 1920.



The Traction Avant, launched in 1934, established Citroen's reputation for radical design and engineering, though the early cars were so troublesome they went through three evolutions before the end of the year. It took until the 1936 model, one of the first cars with its rack and pinion steering, to truly establish the model they called the Steel Greyhound.



A diverse range of Traction body styles included these now highly collectable coupe and cabriolets, engines ranged from a 1.3-litre four to a 2.8-litre six. There was also a plan to stretch up to a Citroen-engineered 3.6-litre V8. The Traction 22, displayed at the 1934 Paris salon, was killed off when Michelin took over the company in late '34. By the time the Traction went out of production in 1957 Citroen had built 760,000 cars.



These are the 1939 TPV prototypes of the 2CV found in the roof of a barn at Citroen's Ferté-Vidame test circuit. Stashed in 1940 by workers, they had to be lifted out of the barn roof by crane. All three cars had little corrosion and were shod with their original tyres. They used a 375cc, water-cooled, flat twin, a three-speed gearbox, could be started solely on the handle and a single headlight.



Early 2VCs – revealed at the 1948 Paris salon – used a corrugated bonnet of thinner than normal steel, to retain the required strength.



Originally the 2CV came with an air-cooled flat-twin of 375cc, with 6.5kW, capacity upper to 425cc in 1955 and a 21kW 602cc in 1968. Car with a spare on the bonnet is the twin-engine Sahara. No doubt some of you will identify this 2CV from Western Australia.



After deciding they needed a four wheel drive for Africa, Citroen developed the 2CV Sahara with two 425cc engines, one in the front and one in the rear, each with separate ignition switches. Only 694 were sold, though production lasted from 1960 to 1966. In 2012 an unrestored Sahara sold in the USA for \$(A)185,000.



Coccinelle C10 is the only survivor of a range of models developed by Andre Lefebvre in 1955 and 1956, the engineering genius behind the Traction Avant, 2CV and DS. The idea was to create a light-weight, water-drop shape, powered by the 2CV's twin. It weighed just 382kg and the doors opened like gullwing.



Project C60 was intended to fill the chasm between the 2CV and DS. Designed by Bertoni this prototype dates from 1960 and features a reverse angle rear screen, like the Ami 6, and was to be powered by 1.1- and 1.4-litre flat four engines, the bigger capacity model also getting hydropneumatic suspension. Abandoned as too expensive to build.



M35 was a coupe derived from the Ami 8, powered by single rotor Wankel engine. An experimental model, it was supplied to loyal Citroen buyers for testing. The GS Birotor did make the showroom in 1973. Launched during the fuel crisis, sales were poor and the car was withdrawn after 847 units were sold.



Work on Project L, the last design by Robert Opron (who took over as design boss when Flaminio Bertoni died in 1964) began in the late 1960s. Opron himself died in late March at 89. The design brief called for the ability to fit the SM's Maserati V6, a tri-rotor Wankel and new flat four and six cylinder engines. Launched in 1974 as the CX with conventional fours.



Designed in 1998 by Brit Mark Lloyd, Volcanne concept was planned to be unveiled at the 1999 Frankfurt show. Instead, in July 1999, Citroen management decided to hold the car back and develop it as the B5 Project that became the first C4, launched in 2004.



Shelves around one wall of the perimeter of the Conservatoire's hanger contain dozens of intriguing scale models, most date from post-1980s, though there are a few from much earlier. Some are obvious production cars, others pure fantasy, all deserve a good look.



It's now common-knowledge that the DS should have been powered by a horizontally-opposed six-cylinder boxer engine – air and water cooling were tried at the prototype stage – but instead ended up with an evolution of the old four-cylinder lump from generations of Traction models. What I didn't know until seeing the Conservatoire was that Citroën explored a variety of different engines during the DS's near 20-year life cycle. Among many DS on display, including the oldest known example (a prototype produced in July 1955), is a hard worked 1967 mule, powered by a supercharged, two-stroke 1.8-litre V4, with the compressor driven by an independent 200cc four-stroke engine. All intended to meet California's proposed 1975 emission standards



Other DS engine projects included a 2.1-litre 90deg sohc V6 and a 3.0-litre 90-degree V8. The coming of electronic fuel injection and development a new range of fours of up to 2.3-litres closed the internal debate.

The thread that binds all these wonderful cars together is creativity, imagination and genius. Is it too much to hope that the creation of DS as a stand-alone brand allows a true revival of Citroën's authentic character, to push the boundaries of technology and style? Given that DS is now just one of a staggering 15 brands owned by Stellantis, sadly, I suspect that might be too much to hope for.

Imagine the product planning nightmare of rationalising platforms between such disparate brands as Abarth, Alfa Romeo, Chrysler, Citroën, DS, Fiat, Fiat Professional (ie commercials), Jeep, Lancia, Maserati, Mopar, Opel, Peugeot, Ram, and Vauxhall. Forgetting, too, that Stellantis is playing catchup when it comes to development of electric cars.



Finally, I thought you might like to see a custom DS, styled by ex-Holden design boss Richard Ferlazzo, the bloke responsible for the beautiful Holden Efijy. Purist may cringe, but Richard says: I am a great admirer of the DS, as any car designer would be.

Frankly, the DS doesn't need any help, but I have often mused over the idea of a Custom DS, EFIJY style. Chopped roof, extended body and billet wheels – voila!

Ed: *My thanks to Haydn Kelyy for organising this article and images from Peter Robinson.*



LETTER TO THE EDITOR.

Hi Brian

It is not often that I write emails like this. I wanted to voice my objection and concern over an article published in this month's (September) Newsletter.

The included article, written by Bryan Preston, on the electrification of the auto industry is correct in noting Toyota's comments on the industry move, however the rest of the article is full of so much misinformation and statements that are just incorrect that it is almost offensive. It is articles like this that cause confusion, and in fact outright opposition to the roll out of electric vehicles, and perpetuate the falsehoods being quoted whenever the topic comes up.

Whilst I will not go in-depth with responding to some of the claims, I can state that:

- Independent studies by universities and peak bodies globally have shown that our (and the US) electricity grid CAN support electrification of the private car fleet. It's not that big a load (charging your car at home will use less electricity than your hot water service).
- There are already 42,000 EV chargers in the US (much more than the 8,500 quoted as need in the article). For info there are already over 2500 public charging locations around Australia and that number is increasing rapidly.

More than 70% of EV owners charge their vehicles at home so there is very little dependence on public charging infrastructure.

Finally, I should point out that the author of the article is a lobbyist for the oil and gas industry in the US which has a vested interest stalling the adoption of electric vehicles and is actively promoting articles like this to cause confusion and fear in the community.

I am sorry about the rant but I could not let this one pass without comment. In the interest of full disclosure, I should state that I have been an electric vehicle owner for over 3 years and done considerable research on the topic. Please keep up the great work with the Newsletter, which I look forward to reading each month.

Grant Williams.

Dear friends,

09/09/2021

I am very sad to inform you that our dear friend Mr. Jerry Hathaway of SM WORLD passed away on the weekend. As you know I had been visiting Jerry for many years and we spoke only two weeks back when I had a tech question on my D, which we had a laugh about...

At the time Jerry was doing fine and as always very informative as to what was happening in his workshop and was looking forward to going to Belgium to see "his rig" in the coming months.

I know many of you have also had chats with Jerry who was always available and generous in sharing his SM in-depth knowledge.

Jerry once mentioned that all he ever wanted was to "help ensure the SM 's are running good".

Personally, I remain in shock and very sad. Jerry dear friend RIP.☐

Regards Lee Scholte



2007 Citroen C2

7/21

I am looking for a buyer for a Citroen C2 2007.
It is in ok condition and has 170k on the odometer, recently had transmission fault and is not drivable.
I am not interested in repairing it so am selling unregistered.
Fine for parts.

VIN: VF7JMNFC97373215

Can provide photos and further details. \$500 ONO.
Glen Waverley area.



Contact Paul on 0408 936 969

Helen's Happy Holiday - Teddie's Terrific Tour - Dave's Dirty Deeds Done Dirt Cheap **Check CCCV website for full details**

We are planning a pre-Citin touring trip to Cowra in New South Wales – leading up to CITIN 2022.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2022, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights. March 19, 2022 @ 8:00 am - March 25, 2022 @ 5:00 pm

We are starting out from Melbourne and finishing up at Cowra.

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.

Interstate people from all states (as well as Victoria) are most welcome to join us.

We are suggesting accommodation, but you are welcome to arrange your own accommodation elsewhere – your choice.

We are mainly staying in caravan parks with cabins.

You will need to book your own accommodation - I have let places know that people may ring to book - *please mention* that you are part of the Citroen car group.

At the time of writing, accommodation was available at the suggested venues.

I **strongly** suggest that you book it ASAP.

We are hoping for/planning a BBQ dinner in Canberra, I will need firm numbers for this evening.

For the second evening in Canberra we may be going for a restaurant meal – details to come down the track.

If you are interested in being part of the tour group, please contact the organising crew ASAP, ideally by email, otherwise by phone –

Ted and Helen Cross - crossfam@ozemail.com.au

Helen 041 935 69 63

Ted 0400 59 2208

Home phone (03) 9819 2208

For Sale —Citroen 1922 10 HP-B 2

08/21

Fully restored, dark green body, black mudguards Currently unregistered, previously on club plates.
Phone 0354431662—Darrell Tonkin—Bendigo Vic . \$27,000 Last Club Plate was 6-542

This is a 1922 single seat with a dicky seat Citroen all fully restored by myself .The total wooden body has been rebuilt using airdried Vie Ash and then stained .Where possible the original metal panels were used but new ones were made as required .

When the metal was completed it was fully assembled and then taken apart again before painting I made a steamer to bend the hood bows ,and then was fortunate to locate a very experienced tradesman who specialized in manufacturing hoods and seats in vintage cars, using only the very best materials
He did a fantastic job and was happy to incorporate the Citroen emblem on the inside door panels and on the spare tyre cover.

The brakes have moulded linings and the drums have been skinned to suit.

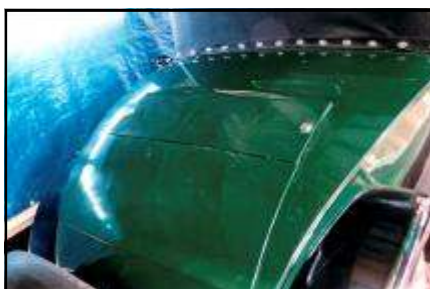
It has new tyres and tubes, a new battery and the original hand book.

There is also a Tech bookshop manual on B2 Citroens, another large book on early Citroen cars, and another on l0 HP Citroen B2 half track .

Attached to the car is a vintage spotlight.

Spares that come with the car include:

- 3 -B2 Motors
- 6 -Magnetos
- 1 -Citroen jack
- 1 -running board expanding rack
- 1 -B2 radiator S
- 2 -B2 oil cans
- 3 -B2 headlights and glass
- 1 -rubber universal joint
- Spare carburettor and parts
- 1 -Starter motor
- 1 -Generator
- 1 -Updated wiring diagram .



1999 Citroen Xantia Series II

05/21

I have a superb Xantia Series II 2.0L Auto for sale. Green with grey cloth interior all in very good condition.

53,000 ks from new, with service history from 1999. RWC supplied.

Only selling due to purchase of CX 2500.

Reg No: 1IC 7FP

VIN: VF7X1RFM7215683,

Engine No: REV3004723.

Asking \$6,000 or best offer.

Please ring Graham on 0418 390 053.

Citroen ID9 or DS19 Wanted

05/21

Wanted – Good body ID19 or DS19 (single headlight)

Firstly, keen to help club members with their cars to learn about the mechanics etc.

Looking for either a good car that has been restored and can be driven now. I will not be converting such a car, or:

A good panel car that needs restoration with all or most parts in tact. I would like to make it roadworthy in the short term and drive it as is now, with the view to doing a full resto in time and turning it into a daily electric driver. Keen to talk to anyone who is interested in such a project or have one of these cars.

Thanks, Shane

0474 423 356

shane@cloudaudiovisual.com.au

'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.

Contact: GARTH CAMPBELL on 0406 427 657 for details.

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Sales and Wants

2004 Citroen C5 Wagon

06/21

C5 – Wagon 2004 Ltd Ed 2.0 HDi Auto. Registered until 12/2021

The original owner won the car on “The Price is Right”. He never drove it but choose to sell it to me (indirectly). Basically I have owned it from new. VIN VF7DERHZE76530609. 160,000 Kms. Colour – Gris Iceland with matching leather seats.

Accessories include: Alloy wheels (although spare is steel with roadworthy tyre), factory towbar, headlight covers, bonnet protector, weather shields, dual sun visors for both front seats and after market tinted widows. Low mileage tyres, and recently replaced cam belt, accessories belt and water pump.

The vehicle was subject to a factory recall to check that the towbar was fitted correctly – which it was.

Some additional spare parts available (sold without roadworthy) \$2,200

Located in Edithvale

Contact Leigh Snell 9772 1810 or SNELL@bigpond.net.au

WANTED

7/21

Citroen Safari -

Late model preferred.
Please send details to:

Email:

keithjwherry@gmail.com

FREE

9/21

Heavy duty car ramps.
No longer required.

Free to a fellow CCCV member before I put them on Aussie Frogs. Pick up from TEMPLESTOWE.

Contact Glenn Drake

Email:

glenn Drake62@gmail.com



WANTED

8/21

DS windscreen and chrome chevrons for the boot lid wanted.

Contact Peter Bartlett

Email :

plbartlett5@bigpond.com

0414532774

WANTED

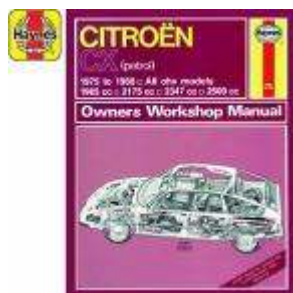
10/21

Workshop manual for CX 25 GTI Turbo.

Reasonable price paid.

Treasurer@citcarclubvic.com.au

0411 869 705



For sale for BX 16 Valve and Xantia:

7/21

New Air filter : \$50

New Distributor cap (from England): \$80

Used Steering wheel VG condition: \$200

Used Plastic Oil filler fitting (without cap): \$60

Rear indicator (Driver's side) needs repair but roadworthy : \$60

New Xantia Matched pair of doors locks (told last in Australia) with key : \$80

Contact Neil Smith on 0468 396 602

WANTED

05/21

Wanted: Left hand door mirror for GS 1220 Club sedan. Also genuine right hand mirror GS mirror too.

Michael Browning 0418 324 328

Sales and Wants

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

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

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

Send to

The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

ADVERTISERS NOTE:

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

2005 Citroen Pluriel

5/21

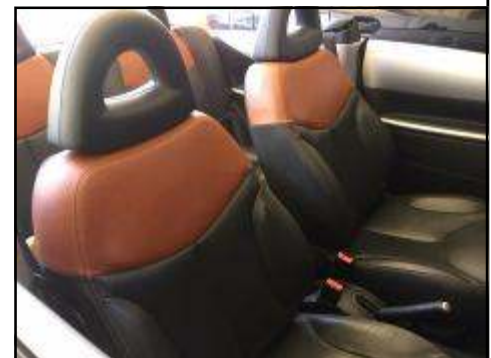
Citroen C3 Pluriel 2005 for sale.
Silver.
Reg number 1RC
1FX. Expiry July 2021
125,000 km, New clutch- drives great.

Roof not working.

Everything else works well.

Factory roof racks and tonneau. \$2900
Located in Aspendale, Vic.

Contact David Fletcher: 0425 826 138



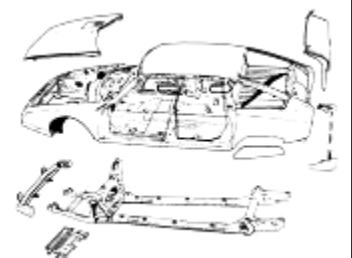
CX 25GTi Subframe Wanted

09/21

Pos

Wanted front subframe for CX25GTI, Series 2

Contact Peter Dimitrieski peterdimitrieski@gmail.com



Sales and Wants

Citroen 1984 CX2500 Gti

4/21

5 speed manual in excellent overall condition.
It has travelled 185,000 Kms and recently passed a RWC.
The car is totally original with all factory "add-ons".
I believe this car to be quite rare in Australia and not only great driving but also collectable.
Firm asking price is \$15,000-

Please ring Richard on 0417 316 060



FOR SALE

05/21

2007 Citroen C4 HDi Auto

C4 1.6 HDi Auto Black **Reduced to \$1,900-00**

188,000 kms VIN VF7LC9HZZH74658585

Runs well, mechanically sound. New battery. Low kms on tyres

Scratch on drivers door

Currently unregistered. Will require the windscreen to be replaced for roadworthy.

Maintenance record.

Located in Edithvale.

Leigh Snell 9772 1810 or SNELL@bigpond.net.au

Citroen SM & DS Parts

05/21

I have a quantity of Citroen parts that I wish to sell. I was a member of CCCV many years ago and have owned a DS 19 Special, a DS23 Pallas, a couple of CX 2400's and an SM.

Some of the parts are new and consist of:
Genuine SM headlight glass covers for European model.
New boot tail light reflector (long) and other sundry bits for SM.

DS front end wishbones.
DS front mudguard (driver's side)
DS rear mudguards both sides.
DS wheels & tyres, water pump, suspension cylinders and sundry parts.

I would prefer to sell all of the above in one lot but would consider separating.

Contact John on 0448 762 005



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Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



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