

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

August 2020



CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Bruno Tonizzo 0418 945 461 president@citcarclubvic.org.au

VICE PRESIDENT

SECRETARY

Michael Faulks secretary@citcarclubvic.org.au

TREASURER

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

COMMITTEE

Brian James 0427 534 014 photoimage2001@yahoo.com.au
Dave Rogers 0422 229 686 cccvlibrarian@gmail.com
Wolfgang Siem woljen@gmail.com

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 0409 384 977 ferdi.saliba@gmail.com
Tom Grucza * 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
PO Box 184 Mt. Eliza Vic. 3930

NEWSLETTER EDITOR

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

LIBRARIAN

Dave Rogers 0422 229 484
cccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 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. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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



BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.

Distance from Bendigo

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599
- Perth 3,316 km

CIT-IN BOOKING DETAILS ON PAGES 16-17

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.



If undeliverable return to:
CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

President's Message.

Welcome to the August edition of our CCCV Magazine.

To date, we have had a couple of on-line Zoom meetings and it is great to see your faces again. We have heard about your projects and what you have been up to since we last met. These meetings have been a great way for us to connect with other members of our Club.

Bookings for the 2021 CIT-IN are now coming in and it looks like being another great get together for Citroën enthusiasts.

Please remember to keep your membership up to date especially if you have a Club Permit vehicle. I must thank John Wyers on behalf of all members for all the work he has been doing behind the scenes following up membership renewals, preparing the magazine mailing lists and maintaining the membership database in Club Hub. John's contribution is commendable and very much appreciated.

The Club Permit Scheme is due for a review by VicRoads. The AOMC has asked numerous Clubs, including CCCV, to provide feedback on a number of issues so that a comprehensive response can be presented to VicRoads. Due to Covid-19 restrictions, a full review will not take place until later this year or 2021 but some interim changes are being planned.

The Peugeot Car Club of Victoria will be organising this year's French Car Festival. We have been advised that *"The Peugeot Car Club of Vic. Committee has discussed the situation for the French Car Festival planned for 4th Oct at Buchanan Oval Balmyn and will review the position when we have completed the current lock down condition and new Government Regulations are in place."* Stay tuned for more news as it comes to hand.

Remember to share your Citroën story with the Club by sending in an article with pictures for the magazine.

Bruno Tonizzo

President CCCV Inc.

FRONT PAGE

Club meeting via ZOOM 11th July

Images: Mark Robinson.

BACK COVER

A 2Cv can go almost anywhere.

Image: Jacques Dillies

<https://unsplash.com/photos/ITM82DCj6i8>

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

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your

CCCV NEWSLETTER COPY DEADLINE: Sunday night, after the 2nd Wednesday of the month.



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent to you.

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

New Members . CCCV welcomes the following new members to our family: Karu Hewett, Christopher Story, Tim Firman, Barry Bremner and Nadege Maurin, Richard Steele. 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)

Events Calendar		2020	Draft Activities Program	2020
June	18 Club night—Jon Faine		.Aug	16 Daylesford Pub Run
July	16 Club night			18 Club night
	17-18 Bastille Day Federation Sq.			20 Club night
	19 Bastille Day-French Community.		Sep	13 Tech Koo Wee Rup
				17 Club night
			Oct	4 French Car Festival
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- <u>Chit-Chat Tuesday</u> Mc Crae Provadore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat. Now operating again as a low key event with social distancing.				
For more details on club events contact : Club President.				
VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator)				
Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.				
			NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED UNTIL FURTHER NOTICE	

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		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			

Forthcoming Club Events

CORONAVIRUS NOTICE

Cit-in 2020 is cancelled and all other CCCV events are currently cancelled. The Committee will re-evaluate the situation and see if CCCV can resume any meetings or events and advise you.



POST BENDIGO CIT-IN RUN 2021

Central Victoria and Western District Tour

Monday 5th April to Thursday 15th April

TOURING ROUTE:

From Bendigo with overnight stops in Ballarat, Lorne, Warrnambool, Hamilton, Halls gap and Horsham.

ENTRY FEE:

IBA There may be a small entry fee to cover some included meals, but no bookings have been made to date given the COVID-19 situation. If there is a small fee, participants will be advised, and this will be collected as cash in Bendigo.

ACCOMMODATION/EXPENSES:

All entrants are responsible for booking their accommodation and all other expenses. See CCCV Newsletter and FRONTDRIVE for further details.

BOOKINGS:

Available from: Expressions of interest will be taken now, to brianjamesphotography@bigpond.com. With POSTCIN in the subject line.

BOOKINGS CLOSE:

Again, COVID has made planning difficult but adequate forwarding will be sent to all clubs.

ENQUIRIES/EXPRESSION OF INTEREST:

Brian James 0427 534 014 or (03) 9728 5526 – or email above.



POST BENDIGO CIT-IN TOUR 2021

Day 1: 5th April Monday. 154kms

Bendigo to Ballarat

A short walking tour around Bendigo prior to depart for Ballarat via Maldon, Castlemaine, Daylesford and Creswick.

Day 2: 6th April Tuesday. Sovereign Hill, Gold Museum, Ballarat Gardens etc.

Accommodation Ballarat Eureka Stockade Holiday Park 104 Stawell St Ballarat (03) 5331 2281

Day 3: 7th April Wednesday. 158kms

Ballarat to Lorne via Inverleigh for lunch.

Day 4: 8th April Thursday Teddy's Lookout, Erskine Falls

Accommodation Lorne Lorne Foreshore
Caravan Park. 2 Ocean Rd Lorne PH: Ph: (03) 5289 1382 Ph: 1300 364 797 Email: lorne@gorcc.com.au

Day 5: 9th April Friday. 207kms

Lorne to Warrnambool Twelve Apostles, Cape Otway Light Station

Day 6: 10th April Saturday Warrnambool Heritage Cheese, Visit to Warrnambool & District Historical Vehicle Club

Accommodation Warrnambool Holiday Park & Motel Crn Raglan Pde & Simpson St. PH: 03 5562 5031
Email: info@whpark.com.au Camp kitchen & BBQ's

Day 7: 11th April Sunday 116kms

Warrnambool to Hamilton Tower Hill, Port Fairy

Day 8: 12th April. Monday

Campes Motor Museum, The Nigretta Falls, The Ansett Museum

Accommodation Hamilton Lake Hamilton Motor Village & Caravan Park, 8 Ballarat Rd. (03) 5572 3855
Email: info@lakehamilton.com.au

Day 9: 13th April Tuesday 96kms

Hamilton to Halls Gap

Accommodation Halls Gap Halls Gap Gardens Caravan Park 2223 Grampians Road Halls Gap. Phone 03 5356 4244
stay@hallsgapgardenscaravanpark.com.au OR:
Lake Fyans Holiday Park 650 Mokepilly Road, Lake Fyans VIC 3381
Emails: stay@lakefyansholidaypark.com.au Phone: (03) 5356 6230

Day 10: 14th April Wednesday 80kms Total distance 811

Halls Gap to Horsham
Reed Lookout, Mc Kenzies Falls

Accommodation Horsham Riverside Caravan Park 190 Firebrace St, Horsham (03) 5382 3476
Email: horsham@southerncrossparks.com.au

Day 11: 15th April Thursday

We all head home with possible visit to Wimmera rail Bridge, Wimmera Highway crossing (beside), QUANTONG, HORSHAM
RURAL CITY 19 km west from Horsham on Wimmera Hwy B240

Club Permit Scheme

For cars manufactured after 1948

CPS RENEWAL

The car owner completes and provides to CCCV's CPS Secretary (see below for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.

The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.

The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, the car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2** – Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**.
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. As proof of ownership the car owner must provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by VicRoads.

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

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

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

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

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

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

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

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

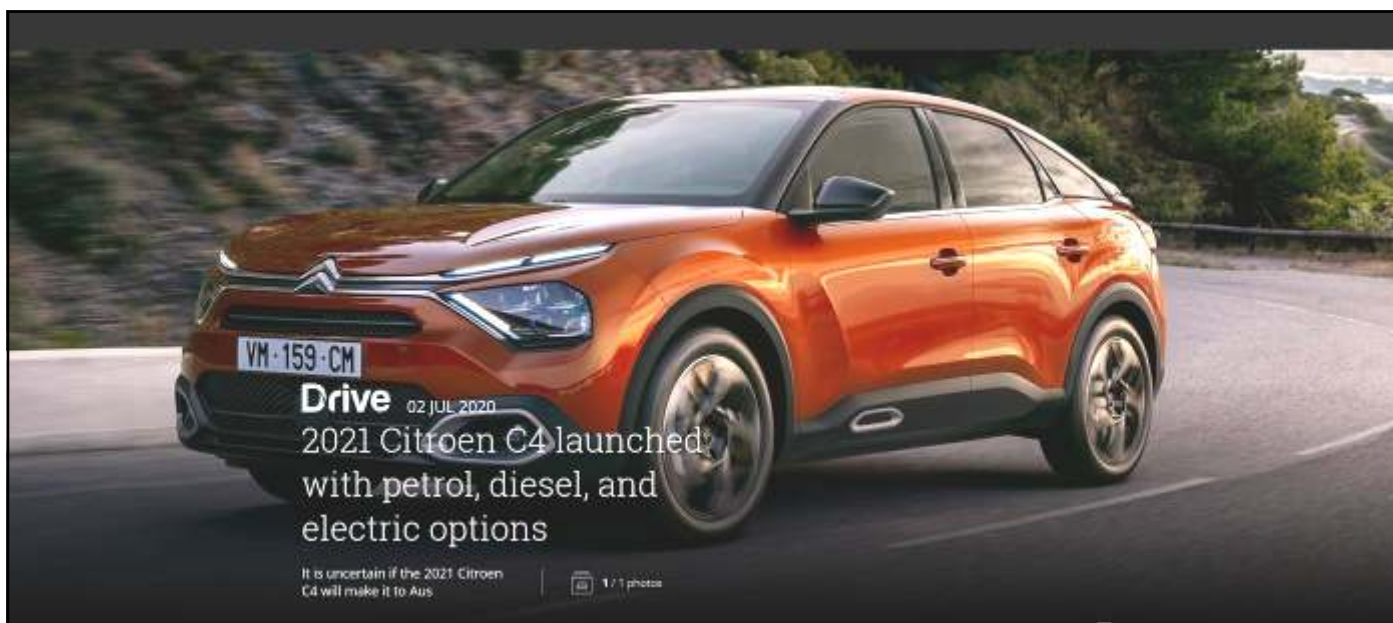
IMPORTANT ADVICE

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

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

It has insurance implications and potentially legal consequences.

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



The new generation 2021 Citroën C4 has been launched globally, with an electric powertrain at the forefront of the car maker's expansion plans – however its Australian plans are yet to be confirmed.

The fully-electric version, called the Citroën e-C4, uses a 50kWh battery powering a 100kW/260Nm electric motor, and has a claimed range of 350 kilometres on the new real-world (WLTP) test cycle. According to Citroën, the e-C4 can be recharged to 80 per cent capacity within 30 minutes using a 100kW fast charger.



Petrol options come from a turbocharged 1.2-litre three-cylinder engine, offering outputs of 74kW, 96kW, and 114kW.

Two diesel options are also available from a 1.5-litre turbo four-cylinder, producing 82kW and 96kW. All engines are Euro 6 compliant, and a six-speed manual or eight-speed automatic transmission will be available.

Apple CarPlay and Android Auto are available via the 10-inch infotainment screen, but heating and air conditioning controls are still accessed using traditional knobs and buttons. A high-definition camera is built into the rear-view camera and can take photos onto a memory card.



Passenger comfort – a feature of Citroën cars for decades – is provided with Advanced Comfort Seats and Progressive Hydraulic Cushion suspension.

As reported in June, the all-new C4 has grown to become a small SUV, taking the place of the DS4 – but Citroën insists it's still a hatch.

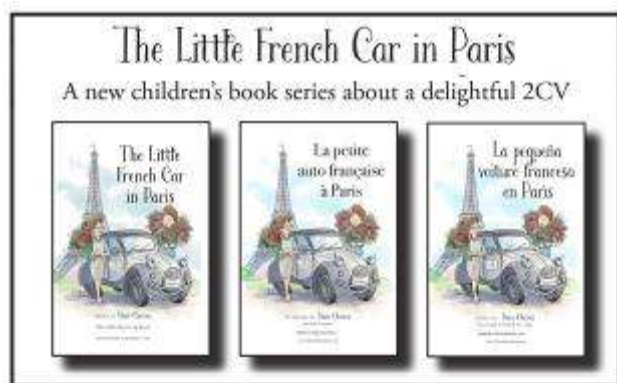
A spokesperson for Citroën Australia has told Drive that the new C4 is under consideration for local release, but would not speculate on which models.



Welcome to the world of our Little French Car



Stan Cheren has started a novel project quite literally! He and his wife Barbel at Ranch Park Publishing in Fearrington Village near Chapel Hill, North Carolina, have launched a book series called “The Little French Car”.



Available in English, French and Spanish.

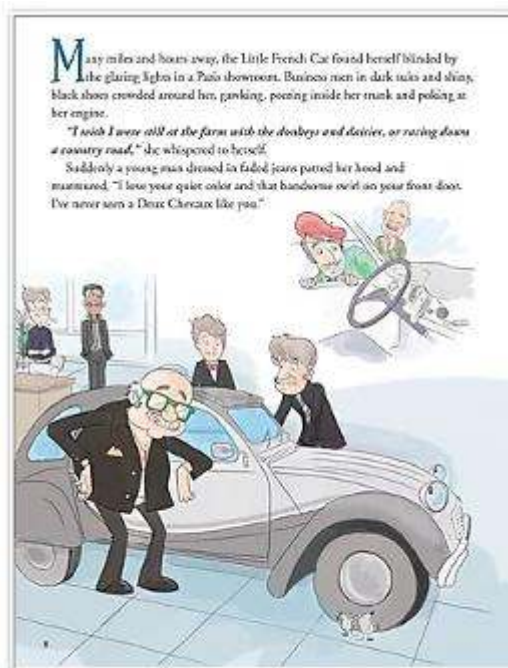
Inspiration comes from owning a 2CV they call Ms. Deuzy. She is a 1985 grey “Charleston” model manufactured at the Citroën factory in Levallois outside of Paris. They fell in love with her on their travels and in 2012 brought her back from Belgium.

In their travels throughout North Carolina, they are constantly approached by people fascinated to see it, especially children! So they thought — why not write a series on books on their little 2CV and base it on a series of adventures that will match creative minds to the iconic French icon? Stories that will share the incredible history of the 2CV with the collectors who grew up with them and with their children and friends.

Ms. Deuzy is a real character on four wheels who talks to Luc and her animal and automobile friends. Her constant companion is Luc, an 18 year old student at the Sorbonne in Paris. He spends the summers on his family farm outside of Aix.

In these stories Stan and Barbel will give Ms. Deuzy the ample opportunity to meet exciting and fun folks and go to exciting places.

There are 6 books coming and maybe more says Stan. The first book has Ms. Deuzy in her native Paris.



Images above: Excerpt from *The Little French Car in Paris*.

The second book is just wrapping up with Ms. Deuzy visiting a farm near Aix in France and the third book in the series may see her at Le Mans.

Stan and Barbel invite you to share stories of your experiences with your favourite 2CVs and to tell us where you would like them to take their Ms. Deuzy in the future.

The Little French Car in Paris (English version) is available now (for \$12.99 US + shipping) and can be ordered through [FPS West](https://www.thelittlefrenchcar.org/), our 2CV parts partner in the US. They expect the Spanish and French copies any day now.

So, tell your friends and family that both the eBook and paperback editions of *The Little French Car in Paris* are here!

<https://www.thelittlefrenchcar.org/>



Why The Citroën DS Is Still The Ultimate Luxury Car

By [Vangelis Donios](#) May 15, 2018
Photography by George Donios

One of my very first memories in life (I think I was about two years old, but things are expectedly a bit hazy back then) is me being accidentally locked inside a lime-green early-'50s Opel that was abandoned near a playground where me and my older brother used to play. Somehow I'd escaped everyone's attention and found my way to the back seat, closing the door behind me. Everything looked powder-beige in there, coated as it was with ages of accumulated dust, but I vividly remember not being scared of enclosing myself in a confined space, simply because everything looked so damn beautiful in this particular one. I was having a blast. Mesmerized by that interior scenery, I didn't notice my dad was desperately trying to open the door and get me out, alas, in vain. The sound of breaking glass rippled my perfect moment, and then a set of hands pulled me out of it entirely. That was it. I was in love.



Finding my own car was only the tip of a Citroën-shaped iceberg of an effort to make my dream come true, and it took quite some time to get there. I spent about four months looking at ads and travelling all over Greece to find the perfect project, chasing promised pots of gold at the end of many rainbows that turned out to be tricks of the light. Most of the sellers seemed to have their own interpretation of reality, or at least a different definition of the phrase "Needs nothing."

My attempts to find a proper DS led to a bunch of fools and their supposed gold. When I grew tired of trusting these enthusiastic descriptions, I realized that if I wanted different kind of fish, I had to try a different pond. I gave up on the shady internet adds and posted a message about my interest in purchasing a DS on a Greek Citroën fan forum. Eventually, someone told me about a car sitting in a garage that was worth checking out, about 300 miles away from my city. Given my previous experience with "zombie" cars (not quite dead, and certainly not in good health), I called a friend who lived near the garage and gave him instructions on what to check for me. When he finished his autopsy, he called me with a clear message: "Pack your bags."



I packed them, saw the car, bought it, and became the owner of a 1974 Citroën D Spécial. One doesn't really need an argument to back up the decision to buy a well-maintained DS, but I can't help mentioning the sublime ride quality they offer, with that out-of-this-world ultra soft suspension that gives it the famous magic carpet moniker, or its stunning looks, or the acres of space inside—especially in the back—or the soufflé-soft seats. It's made to carry passengers in stylish comfort, and as I use it for job (I am a chauffeur), it's really the perfect car for me.

Better yet, I am only its second owner, the first being a lawyer who kept it in his garage throughout its life, lovingly caring for it as if it had a soul (which of course, it does). When he passed away a couple of years ago, his son decided to sell it, and I turned up to pick up where his father left off. The D Spécial was a replacement for the more entry-level ID version of the DS, and mine has been upgraded to Pallas spec (the luxury trim level of the DS) to meet the requirements of my job, with a few gadgets added to meet the needs of modern passengers. But since modern tech never looks at home in a vintage car, I had to convert the added amenities to a period-correct appearance—function and form, as they say.



road conditions or your mood. Needless to say, I am always tempted to play with it when I park, enjoying the dropped jaws of onlookers. Getting to know the car when I first took possession of it, I was amazed by the feeling little details it has. For instance, a simple flick of the finger honks the horn, and with a little bit more pressure on the pencil-shaped lever, the air horn blasts with a smile from the lights. Who needs that, really? But it's there, honouring the fact that beauty in life lies in things you don't really require. Jaeger instruments and Marchal headlamps? Feast your eyes as if you are window shopping on Oxford Street's finest storefronts, all the while listening to the *tic-tic* (not *tic-toc*) of the clock centred on the dash.



My clients seem to agree with my sentiments toward the car, and really, what's not to love about a well-sorted DS? I have been infatuated by its looks ever since I can remember, and when I started reading about the amazingly complex way it was engineered, I knew that there was nothing like it out there. I never grow tired of mentioning how soft the suspension is (can you tell?); the hydro-pneumatic system simply turns roads into liquid. It's also the first time in my life that I want to sit on the back seat all the time, instead of driving it, despite the fact that driving a DS is so... (I take a pause here, trying to find what type of "so" it is, but I am unable to find the right words). Unique is an apt description, but it still seems to fall short.

You can really hear it, not because the device itself is loud, but because the rest of the car is just that quiet. The absence of rough noises that accompany so many older cars makes the Citroën feel very modern in its own way, swaddled as you are in silence and softness—it is exceeding gentle on its passengers. You do hear something besides the clock though, and to me it's a seriously addictive sound: the clicking of the pump, properly ticking every 30 seconds or so, as it keeps the car afloat on its novel suspension.

Regardless of the capacious rear seats that almost require shouting to communicate between passenger and driver, I find great pleasure as its pilot with that gorgeous single-spoke steering wheel in my hand, the epitome of Citroën's love for doing everything in their own delightfully unorthodox way. A piece of art that makes a happy *hizz* sound every time it's back in its straight position (it carries the hydraulic pump's sound from deep within the engine bay since it's just a hollow tube), it commands not only the front wheels but also the swiveling headlights that illuminate the way on winding roads, giving the car a majestic feeling when operated in the dark—"Trust me, I know where we're going," it whispers.

Should I shut up now? Are you falling in love with it like I did so many years ago? Well I haven't said anything about its looks yet! Bertoni was something of an aesthetic, and it's hard to find fault in his creation, though it's easy to pick a favourite: mine is the C-pillar and the roof-mounted indicator, so beautiful that it's almost sad that it's hidden from view you when you're inside the cabin. And then there's the roof, viewed from the interior as a cathedral dome, and looking like a tucked French beret from outside. It's funny, I am drooling over it as if I don't own one, but I do. Go figure.



Flick a little white-knobbed lever, and the body will rise or sink, depending on the

<https://petrolicious.com/articles/why-the-citroen-ds-is-still-the-ultimate-luxury-car>

Continued



The thing with DSes in Greece is simple: you don't see them. Most of the owners only use them for a Sunday drive, if anything, and not many of the rest are roadworthy. The few that are, have the chance to feel the tarmac only every now and then. So one might say that owning a DS here is an exclusive, expensive sport, only for a handful of a lucky few dedicated to this striking machine. My car is different than these. It's open to the public, as it is my job to offer it as such. Not to be driven, of course, as I am the only one with that privilege, but to be enjoyed in the way it was designed to be: as a passenger.

So it's not so much about where I love to drive it in particular, it's more about the fact that it is oh so rewarding to see people's reactions when they have a ride in it. And this is what I enjoy the most: sharing the delights of the DS.

Despite the fact that it has been my dream car ever since I was a child, it had always remained a very distant dream that would most probably never come true for me. They say that the only difference between men and boys, is the price of their toys...

But life sometimes has a funny way of making dreams come true if you stick with them long enough, and my boyhood dream was all about owning a DS at some point, as well as spending my summers in the beautiful seaside village where my grandparents own a restaurant. Everyone in the family loved that place, and the truth is that I have the best childhood memories because of it. But all good things come to an end, so when my granddad and grandma grew too old to be able to operate it any longer, my family closed and eventually sold it, a few years after my grandfather passed away. It seems that my grandmother had a dream for me though: she wanted me to be able to start my own business one day, doing something that I loved, like she and my grandfather had. So I came to discover that when she passed away, she'd ensured that some of the money from the sale of my childhood paradise was passed on to me, under the condition that I used it to do exactly what she knew I always wanted to. Enter the DS.

Many thanks to Peter Dekker. For this article. Ed.



Bulletin

Industry Division

Reference No. Blitz/jk-5-20

Victoria Police Blitz on illegally modified vehicles

Victorian Police highway patrol unit has contacted VACC to raise awareness among the automotive repair industry relating to an increase of illegally modified vehicles on Victorian roads. Repairers may potentially be caught up in a police investigation for breaches of the Road Safety (Vehicles) Regulations 2009.

What's Happened? Police intercepted a vehicle fitted with a nonstandard high-performance engine and turbocharger without an engineer's certificate/ VASS certificate. The owner was issued with a defect notice and fined for driving a high-powered vehicle while still on their P's.

Subsequently, the owner proceeded to have the engine swapped with the original engine in order to obtain a roadworthy certificate and have the defect cleared. The engine swap was completed by a repairer who then sent the vehicle to a licensed vehicle tester (LVT) for inspection.

Once the vehicle had passed the roadworthy inspection and a certificate issued, the vehicle was returned to the repairer. On that same day, the engine was again removed and replaced with the performance engine. The owner visited a VicRoads Service Centre with a copy of the roadworthy certificate and had the defect notice cleared. Police intervention prevented this vehicle from being allowed back on the road within 2 days of the roadworthy certificate being issued.

The matter is now under police investigation to determine any wrongdoing on the part of the repairer and the LVT. Fortunately, in this case the LVT was able to provide evidence including photographs and engine details of the vehicle when it was presented for inspection. The licensed vehicle tester was found to have acted in accordance with VicRoads testing standards and road safety regulations. Failing to adhere to these rules may have resulted in the LVT losing their license and possibly their livelihood or potentially facing the scrutiny of the coroner had the vehicle been involved in a fatal collision.

Road Safety (Vehicles) Regulations 2009 - Chapter 2 regulation 21 (3)

- (3) person who modifies, or adds components to, a vehicle must ensure that –
 - (a) If the vehicle complied with the standards for registration immediately before the modification or addition, the vehicle continues to comply with those standards
 - (b) For a heavy vehicle –
 - (i) The modification or addition is certified by a person appointed as an authorised officer under regulation 7 as complying with the National Code of Practice for Heavy Vehicle Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No. 6; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads); and
 - (c) For a light vehicle-
 - (i) The modification or addition is certified by an authorised officer as complying with the National Code of Practice for Light Vehicle Construction and Modification published by the Department of Infrastructure, Transport, Regional Development and Local Government as Vehicle Standards Bulletin No.14; or
 - (ii) The modification or alteration is otherwise acceptable to the Corporation (VicRoads)

Chapter 6 regulation 233

It is an offence to substitute equipment on a tested vehicle.

If a current certificate or roadworthiness exists for a vehicle, a person must not detract from its roadworthiness by adding, altering, removing or substituting equipment or fittings on the vehicle. Penalty: 5 penalty units

I am aware of multiple instances where a vehicle has been altered after a roadworthy certificate has been issued resulting in a show cause sent to the License Vehicle Tester. Members are reminded to check for any signs of previous modifications when inspecting vehicles and that photos are your best form of defence should you be investigated.

John Khoury
Industry Divisions & Policy Advisor
ARD, AED, ERRD, GD, SVA, Auto Trans, ATRA, LVT
VACC

SM = Sogg.



A freshly restored Citroën SM managed to roll into the Doubs River at [Avanne-Aveney](#) in eastern France (just west of Besançon) on July 3. Its owner forgot to apply the handbrake and the car ended up in the canal below. When returning from a catering shop the owner was confronted with the unfortunate incident .



River traffic was stopped by the French inland waterways (VNF), to prevent any risk of an accident and an excavator was summoned to get the SM out of the water. A diver strapped the vehicle and after an hour or so, the SM reappeared on the surface thoroughly waterlogged and with front end damage.

y Maserati



The Doubs is a 453-kilometre long river in eastern France and western Switzerland, and is left tributary of the Saône. Its source is near Mouthe in the western Jura mountains, at an altitude of 946 metres. It is the tenth longest river in France.

After drying out the SM, we wonder; what will the restoration process be this time?

CITROËN NEWS (Global), News 4th July

Cit-In 2021

Registration Form

Book	Adults	Under 18
Now until 31 October 2020	\$260	\$130
1 November 2020 – 31 January 2021	\$275	\$137
1 February 2021 – 20 February 2021	\$290	\$145

Kids Under 5 FREE



Payment

Preferred

Direct bank credit to Citroen Car Club of Victoria

BSB: 633 000

A/C: 120 127 907

Please describe the deposit as "Cit-In [Surname]"

Please email this form to

| treasurer@citcarclubvic.org.au

Or post this form to:

| Treasurer | Citroen Car Club of Victoria

| 16 Maxwell St Ashburton VIC 3147

Cheque

Post together with this form at the above address.

Cheque payable to: Citroen Car Club of Victoria

Registration details

Names of Attendees	Fee (see above)	Special Dietary Requirements
Total Remittance	\$	

Please see over for additional information required.

Our preferred accommodation is at -

All Seasons Resort Bendigo www.allseasonsbendigo.com.au 03 5443 8166. Book by phone or email only.

We have reserved rooms here for Cit-In that will be held for us until July 2020 so we need to register ASAP.

Alternatively there is the Big 4 Caravan Park 3 Km away.

PROGRAM LISTED ON PAGE 19

Information required and to display your vehicle

Driver Details	
First Name & Surname	
Mobile number	
Driver License Number	
Email address	
Vehicle Information	
Can be altered closer to the event if needed)	
Model	
Car registration Number	
Year of manufacture	
Colour	



- Driver must hold a valid driver's licence and have it on your person.
- Vehicle must be registered and roadworthy and insured.
- All vehicles are to remain stationary and keys removed in the display area.
- No vehicle can be moved until the all clear that it is safe to commence leaving after 5.30pm. This is a longer than the past but has the advantage of being included in the festival with a big audience for the cars. The festival has plenty of entertainment on the day will make it worthwhile. Transport will be arranged for those who wish to return to their accommodation during the day.

Signature

All enquiries should be addressed to Peter Moloney

treasurer@citcarclubvic.org.au

Note: Some of the above information will be supplied to the Bendigo City Council for the Show and Shine registration. If you have privacy concerns, please advise but this will mean you will not be able to present your car in the show and shine

www.allseasonsbendigo.com.au 03 5443 8166.

BOOK BY PHONE OR EMAIL ONLY AND MENTION CIT-IN TO RECEIVE GROUP RATES.

IF YOU TRY TO BOOK ONLINE IT WILL APPEAR BOOKED OUT OR HIGHER PRICES LISTED.

Your Citroëns in Australia 28 April, 2020

We need your help, please.

Following the overwhelming response to the release of the DS book in July 2019, author Geoffrey Webber has teamed up with Mark Provera to write the next book about the history of Citroën in Australia.

This new book will explore all the models imported and sold in this country, covering the various models throughout the decades and making special mention of any adaptations for Australian conditions. We also want to capture your experiences with your cars and celebrate how Citroën has evolved in Australia over the 100 years since the first Citroën Type A arrived in October 1920.

We are currently in the research stage. Our publication date of November 2022 will coincide with the centenary of the first vehicle crossing of the Sahara by the halftrack Citroën Kégresse which was successfully completed on 17 January 1923.

We are looking for owners with vehicles that could showcase the Australian Citroën presence and community together with interesting facts, experiences and personal histories. We plan to reach out to our many personal contacts as the project develops but we would love to hear from you and would be thrilled to receive submissions about your cars, your memories and experiences with them, as well as any images, press or promotional materials you might have access to.

We hope that you are managing as best as can be in the current circumstances and that you are well.

We would certainly love to hear from you.

Please feel free to contact Geoffrey by email at citroenDSaustralia@gmail.com

**Yours in Citroëns,
Geoffrey Webber and Mark Provera**



Pleiades

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



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

UK:-

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

CITIN 2021 PROGRAM

CIT-IN April 2021

The National CIT-IN April 2021, jointly organised by CCCV and CCOCA, will be held in the beautiful country town of Bendigo. The program and application form have now been posted on the CCCV Website www.citcarclubvic.org.au. As you know there will be a rush for holiday accommodation when the lockdown restrictions are relaxed so you need to book ASAP as our reserved accommodation may only be held until the end of July so please book well in advance. Accommodation is limited so please get in quick. As always, the latest information is on our CCCV website. Here is a sneak preview of the event program.

Friday 2 April

Registration at All Seasons Resort, 171 McIvor Highway, Bendigo 3pm – 6pm
Welcome reception including generous supper 6pm – 10pm

Saturday 3 April

Show & Shine, Bendigo Festival, Catered lunch at the festival

Spit-roast dinner with country theme.

Sunday 4 April

Observation run visiting historic towns in the region, Picnic lunch

Formal dinner at All Seasons Resort.

Monday 5 April

Full buffet breakfast at All Seasons Resort
Farewell

Cost (per person)

Early Bird (before 31/10/20) \$260

Later bookings (01/11/20 – 31/01/21) \$275

Just in Time (01/02/21 – 20/02/21) \$290

Age 5 –18yrs 50%

Sales and Wants

1974 Citroen D Special

04/20

1974 Citroen D Special Details

Current Car details

Chassis Number 10FD7024 Engine Number V149P

Registered on Victorian Club Permit Plates

Modifications

Engine is now fuel injected. 5 speed gearbox

Restoration work carried out in last 4 years

All rust removed. Complete body repaint (Blue Danube)

Complete re-upholstery (blue jersey). New matching door cards

Price \$25,000

Contact Ian Downie 0452 411 104



For Sale: 1974 1220 GS Club

7/20

Dry stored and on blocks for 18 years this 1220 Gs Club is an excellent candidate for restoration. It appears to be original (it's certainly complete) but it may have had a replacement engine, has a strong valid tub with only a small amount of obvious rust (driver's side C pillar and battery tray), sound sills, doors and boot floor. A few cosmetic dents on various body panels. Engine turns over freely on the starter motor but on last recent attempt at starting it did not fire. The petrol pump was working well, and one plug was removed and found to be very soiled so that may have been the problem, but it could also be related to the condenser or points. The dashboard is in excellent uncracked condition, but the seat coverings have had it, door cards are not bad. Car is located in Turtons Creek (near Foster) and will need to be collected on a trailer, access is good. VIN: GXGB17GB2485. Engine No.: G106120612109262.

Reasonable offer please.

Contact: John Herbert

Ph: 03 5681 2242 (the best number to call or leave a message on)

Mb: 0428 858 408 (often not answered due to poor reception)

E: herbj12@gmail.com



Sales and Wants

Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990



1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
 - Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
 - A good radiator man to look at where an electric fan was to be mounted with bolts through core
 - Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
 - There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
 - About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
 - There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
 - The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
 - When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground
- Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

Sales and Wants

CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000 (12/19)

VIN number is: 0906006238

Warning. When motoring in this cute and quirky Charleston 2CV, be prepared for admiring waves and smiles from fellow motorists and pedestrians!

Featuring maroon and black paint, the 1984 French built/UK import Deux Chevaux achieved Australian compliance in April 1998.



With an odometer reading of 58,257 miles (supporting UK paperwork indicating original mileage), it presents in excellent body and trim condition and good mechanical order.

A comprehensive service history since arriving in Australia is available.

Ready for leisurely roof-back summer cruising and with nothing to spend, the 2CV is currently registered with non-transferable Victorian club plates. A roadworthy certificate can be supplied if sold in Victoria.

This 2CV Charleston is located in Melbourne and is regrettably being offered for sale due to a deceased estate.

CONTACT: Paul beranger@bigpond.com.au.

Phone: 0418 318 756.

Dear Editor.

If at any time I gave the impression that I was the author of the poem DON SCUTT'S ODE TO HIS 2CV then I do sincerely apologise for any misrepresentation that I may have caused, I am not the author. I only wish that I had the ability to write poetry like this. The author of this epic was my friend Charles Scott who also owned an orange 2CV that accompanied our 2CV as a bridal car at our daughter's wedding. Thank you for including the poem in your excellent club magazine. I will send a copy to Charles and he will be well pleased.

☐ Don Scutt ☐

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them. No charge.

Contact Leigh Snell snell@bigpond.net.au or phone 0427 812 945 or (03) 97721810



NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use. If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

Peter Moloney: treasurer@citcarclubvic.org.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.

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.

MEMBERS:

When you have sold or disposed of the article you have advertised here, would you please advise the editor ASAP at photoimage2001@yahoo.com.au 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.

1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every



time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to john@edicustoms.com.au or phoning 0417 733 057



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen C5 2012

08/20

Model: X7 Attraction Sedan 4 dr Spts Auto 6Sp 1.6T (My12)

Kilometres: 41000

Price \$12500

Colour: Noir Perla Nero. Interior: Tan Leather

Engine: 4 Cylinder Petrol Turbo Intercooled 1.6L

Registered to: Jan 2021

Roadworthy Certificate: Yes

Release Date: Feb 2012

Registration : ZHD 390

Vin

No: VF7RD5FVABL548659

History: Owned by my father who no longer can drive, It gets driven approx. once a week and is In perfect working order. A few minor scratch happy to send images if required.



Contact Andrew—0412 482 236

For sale **Restoration project a 1967 D21** , often referred to as the one to have... " *the holy grail of D's* ". This D has the sloping dash, LHM (green fluid) and BVH (hydraulic gear change).

The car is located in Adelaide and has not been driven for > 25years and as such is in need of full restoration, but its pretty much all there.



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: lee.scholte@gmail.com or phoning 0407150038.

02/20



BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

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ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

Mentone	Stephen Maloney	0438 155 797
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Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
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.

