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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citroclubvic.org.au

February 2017

IN THIS ISSUE-

History of cars in Cuba

Fix a broken C4 glove box handle

AOMC November Delegates meeting

The proposed 1947 Parmelee Checker model

vehicles and you find yourself with a #NadaCar and learn.

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 70.00
Country including printed newsletter \$ 55.00
Electronic only newsletter for above \$ 50.00 / \$ 35.00
For 2nd & subsequent members \$ 15.00

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the 2nd Wednesday of the month Contact the Vice President for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. 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.
3. 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, 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 a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. See note below.
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. The car owner provides **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:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

Note: Both our CPS secretaries travel a lot. Please contact them before sending papers for signature to avoid the possibility of them sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



Here is a confession. This confirmed classic car lover is going to the hot-rod and custom show. But before you conjure up visions of my 1930 Citroen C6F suddenly acquiring a 351 Cleveland V8 and fat mag wheels, let me assure you that my reasons for going are both

honourable and practical. The pre-war car world is completely different to the post-war one and I increasingly find that the needs of my C6 project find me having a lot in common with the sometimes maligned hot-rod fraternity.

Electrics are a good example. My car is 6 volt of course and has, in common with many American cars of the period, Delco-Remy ignition. As well, my Australian-bodied car has Lucas lights, also in common with many other locally built cars. In fact, my original rear lights were somewhat generic and identical to those on A-model Fords. There's the link. There are thriving businesses selling A and T-model parts to both the vintage and hot-rod people and they have already helped me with rear lights. Don't tell anyone, but the spare wheel well I will fit to my C6 front mudguard will be an A-model Ford part. Well, André and Henry did shake hands, so that makes it OK.

I'm also coming to grips with chrome plating technology. Post-war, the French tractions avoided chromework and later DS and CX models wisely used stainless steel, so I've had to learn about preparing parts for chrome plating from guess who? The hot-rod and street machine fraternity. I personally have little time for those vehicles but you have to respect their owners' willingness to undertake huge structural modifications to their old cars in which VASS engineering certification is the norm, not the exception. Add to that the astronomically high standard of finish of so many of the completed

vehicles and you find yourself with a lot to admire and learn.

I suppose the message for me is that cross-pollination from this otherwise unlikely part of the community of car enthusiasts broadens my knowledge and skill base and helps prevent me from thinking in somewhat exclusive channels.

That is why I am happy when Citroen owners reveal all sorts of other makes in their collections. We have club members with MGs, Mercedes, Jaguars and Mazdas and in recent months I have signed CPS papers for a BMW M5 and a Chrysler Imperial le Baron, this last having a body half a city block long and needing all of its 7.2 litres to push it along. But all of them have their attractions and the diversity makes our club and ourselves the richer for it.

2017 is going to be interesting and enjoyable for CCCV members and I hope to see you soon, particularly if you have recently joined us. The plan is for this newsletter to reach you in time to remind you that our first activity for the year is to be CCOCA's guests at an Australia Day barbecue on 26th January. Details in December issue. Our first club night, on Wednesday 1st February gives you the chance to hear Gamila MacRury talk about servicing BXs. She may also reflect, if asked, on being an award-winning engineer, mechanic and car enthusiast in a part of the world that is mostly full of blokes.

I look forward to seeing you.

John Parsons.

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.

FRONT COVER

Richard Ward, our host for the Fingal run in Dec-2016, together with President John Parsons.
Image: Tom Gruzca

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

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 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: Mike Holt, Colin Berwick and Paul Ternent. 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 only \$12-00 per l.

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

Events Calendar		2017	Draft Activities Program	2017
Jan	26	Australian Day BBQ CCCV/CCOCA <u>See details and location on page 6. Dec issue</u>		Apr 5 Club night—D. Gower
Feb	1	Club night		14-17 Citin in Smithton Tasmania
	5	RACV Great Australian Rally Melb to Mornington	May	25 Anzac Day (see page 6)
	12	30th Annual Picnic at Hanging Rock.		3 Club night—Tech forum
	19	Pre event, Breakfast at Garazi (see page 5)		15 Annual Motoring Heritage Day
	19	RACV Classic Showcase		21 Tech day—Carrum Downs
	25-26	Venus Bay - Details next page		27-28 Historic Winton (see Dec issue)
Mar	1	Club night	Jun 7 Club night—Restorations	
	12	Yarra Glen Racecourse Swap Meet	18 Scienceworks & Pump station	
	26	B24 Museum Werribee & BBQ @J. Dorgan's. Lara see page 7	Jul 5 Club night—Painting cars	
			16 Bastille Day—Beaufort Manor Yea - FRENCH DRESS	
Monthly 1st- Chit-Chat Tuesday		2018 Mar 30-Apr 2 Citin in Dalby Qld.		
New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat. Denotes a Non CCV sponsored event.		For more details on club events contact Ian Downie on 0452 411 104		

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C6	John Fedorko	0438 597384
BX	John Wyers	9787 6280	Late models	Salman Chaudhry	0432 603766
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

CCOCA/CCCV PRE-EVENT BREAKFAST

Garazi Café & Bar Sunday 19th February

107 Gamon St, Yarraville. Open 7.30am

Come and join us at this unique Café for an automotive-inspired breakfast before heading off to the Classic Showcase. Eat amongst a collection of classic cars where the menus are clipped to numberplates and the food is seriously excellent. **Bookings essential by 1 February 2017**
Contact Kay Belcourt clubshop@citroenclassic.org.au or 0423 651 210

Feb 19th

“RACV Classic Showcase

The RACV Classic Showcase is one of the premier classic motor-show events in Melbourne.

It is widely attended by the general public probably due to the fact there are so many wonderful British and European cars on display.

As a consequence, the CCCV has decided to have a formal display of various Citroens for this event which will be on **Sunday 19th February**.

Whether you are thinking of just attending or wish to display your vehicle, would like you to pencil the date in your diary.

For those who are specifically interested in displaying their vehicle could you please register your interest by telephoning Ian Downie on 0452411104”

See RACV Flyer in December newsletter.

VENUS BAY February 24-26 2017 Camping Weekend

Venus Bay camping weekend at Don and Dee's holiday retreat at Venus Bay

There is plenty of room for tents and caravans.

Bring along food and refreshment to share and on Saturday night there will be a spit roast. To help with the ordering for the spit roast please let us know if you will be attending.

It is a leisure weekend of sitting, chatting, eating, drinking, pretty walks, swimming, croquet, boules or whatever takes your fancy. Weather permitting there are Solex bikes to ride and a steam boat on which to cruise.



On the Sunday, leaving at 10am there will be a drive to Cape Liptrap and Walkerville for those interested.

Instructions for getting there:

On reaching Tarwin Lower drive through the township and continue along road by the river to Lees Rd (first right at pine trees). Follow Lees road and turn right at what seems to be a T intersection. Continue on to Black Ave (6th on the left) Turn left then 3rd left into Condon Cres. and then 1st left into Rita Court. Drive to end and up Scutt driveway number 6 **IF YOU ARE COMING, PLEASE LET THEM KNOW**

Contact Don or Dee on 9807 8999 or Dee's mobile 0450644570.

Sunday 23rd March Club run

We visit B-24 Liberator Restoration Australia and followed by a BBQ lunch at John Dorgan's home in Lara. See top of page 7.

Vale: Brian Reed.



Brian Reed (nickname *Brique*) died unexpectedly on 15 December aged 77 years. Brian joined our club in 2012 and was the owner of a fine example of a 2CV Charleston. His motoring interests developed at a young age with a 1940s Dodge and in the 1960s owned an Elfin Clubman which he raced on all major circuits in the country and against some of the

top drivers of the time. Holding the No: 18 CAMS license, he gained a creditable fourth in his first race against the likes of Bib Stillwell. In 1978 he was founding president of the Elfin club. Brian was a primary school and music teacher and had his own jazz band. For a number of years he was course commentator at the Melbourne Grand Prix. His interest in historic motor sport extended to hosting a regular radio program. We will remember Brian as a modest, affable gentleman and our condolences go to his wife Cheryl and their families.
TG

Drive on, dear friend.....



Welcome to the 2017 Annual Picnic at Hanging Rock .

On Sunday 12th February 2017 the muted roar of classic cars, commercials and bikes will again echo through the Macedon Ranges as thousands of motor-ing enthusiasts 'Return to the

Rock' for the 30th time.

Over acres of beautiful parklands and in sight of the iconic Hanging Rock - cars of every make, vintage and style will line up to showcase the strength of the classic motoring movement in Victoria.

Hanging Rock Reserve is an iconic park in central Victoria and is managed through a consultative and strategic committee structure coordinated by the Macedon Ranges Council

The State and Commonwealth Governments have provided funding for the upgrade of park infrastructure including toilets, lights, roadways and general amenities.

The Macedon Ranges & District Motoring Club Inc is a key stakeholder in the park's ongoing development and is committed to maintaining the reserve in as natural a way as is possible.

As visitors today - we encourage you to explore the park, climb the rock and generally experience everything there is that makes this place special.

Entry Fees

Display Vehicles North Gate & South Gate

- \$20 per Car or commercial
- \$5 per bike

General Parking Areas East Gate

- \$20 per car
- \$5 per bike

Full details available on the Picnic at Hanging Rock website.

<http://www.picnicathangingrock.com.au/index.php>

Club run Sunday 26th March



We visit B-24 Liberator Restoration Australia at the old Werribee Airfield location situated at:

**Cnr Princes Hwy & Farm Rd
Werribee Vic 3030**

Followed by a BBQ lunch at John Dorgan's home in Lara. Times and full details next issue.

TECH DAY AT GARTH'S 2016

About 25 CCCV and CCOCA members turned up at Garth Campbell's Koo Wee Rup property on a fine September's day for our annual technical event. It was a marvellous opportunity to pick up technical hints and suggestions and hear what people are doing in their own garages. The highlight was the presentation by expert technician, Shaolin from Autologic, demonstrating the latest device in diagnostic fault finding and management. A big thank you to Garth for making his excellent workshop facilities available to us, and to Ian Downie for organising the event & providing an excellent BBQ feast. We weren't able to offer sphere re-gassing on the day as expected but Wolfgang Siem has kindly offered to take over the equipment and this service may again be available to members in the near future.



GS-mad Michael Sparke.....More images middle pages.

ONE LINERS

I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.

My wife is so negative. I remembered the car seat, the stroller, AND the diaper bag. Yet all she can talk about is how I forgot the baby.

Isn't it weird how when a cop drives by you feel paranoid instead of protected.

I forgot my coffee this morning so I'm gonna drive on the rumble strips along the side of the road all the way to work just to be safe.

If the other driver had stopped a few yards behind himself the accident would not have happened.

I've never once been able to explain my car trouble to a mechanic without resorting to sound effects.

My life is a lot like that driver who signals right, but turns left.

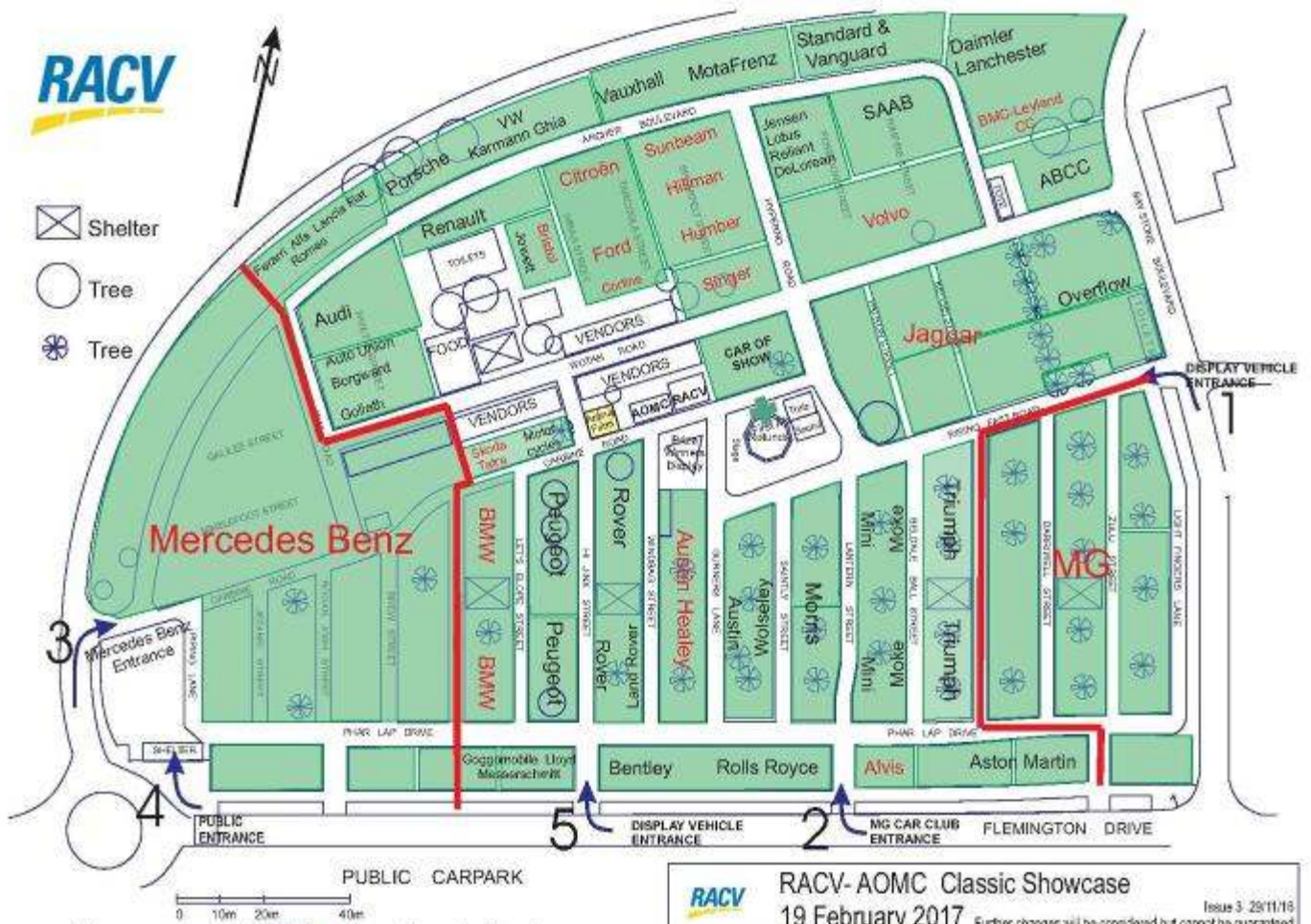
Cit Bits by Leven Mills

Did you know:

- Andre Citroen enjoyed playing backgammon.
- In its first 50 years CCCV has had 23 presidents.
- In July 1988, 140 young people left France for China to drive 4,500 km from Shenzhen to Beijing in Citroen AXs on a major Citroën expedition known as Operation Dragon.
- To celebrate 50 years of Citroen in UK a special edition of the 1972 DS was made in a special *Grenada Red* (deep burgundy) with matching carpets, seats and dashboard.
- There is no easy way to lubricate the CX rear suspension arm bearings. It is recommended that the arms be drilled and tapped for that purpose.
- Kerb weights: GS 1015cc 880kg, GS 1220cc 900kg, GS 1220 Estate 905kg, GSA 950kg

RACV

- ☒ Shelter
- Tree
- ✪ Tree



Marques shown in **RED** are confirmed attendees

RACV

RACV-AOMC Classic Showcase
19 February 2017

Issue 3: 29/11/16

Further changes will be considered but cannot be guaranteed

RACV Classic Showcase

Open to all vehicles manufactured in England and Europe

Incorporating
The MG Club (Vic) - Annual Concours
The Mercedes Benz Club - Annual State Concours

Celebrating 93 years of Volvo; 60 years of Jaguar XK150; 50 years of MGC, Hillman Hunter, Ford Cortina Mk II and Jaguar 420.



Display Cars: \$20 (passengers included)
Spectators: Adult \$5
Children Free
Family Package \$20

Sunday 19th February 2017

Flemington Racecourse - Nursery Car Park

Childrens Entertainment, Music, Trophies, Club Displays & Vendors
Gates Open for Display Cars at 9.00am & Spectators at 10.00am
Club displays encouraged. For more details and site plans visit www.aomc.asn.au or fb.com/infoaomc

Proudly Supported by



RACV Classic Showcase

Featured this year will be the state Concours d'Elegance for both the MG Car Club and the Mercedes Benz Club.
You do not have to be a club member to display your vehicle at this show.

Entry from Epsom Road

Gate Opening Times:
Display cars from 9.00 am to 11.00 am.
Spectators from 10.00 am.
Show closes at 3.00 pm.

Admission:

Display Cars \$20 on the day (passengers included)
Spectators \$5.00 parking fee (VRC) \$20 per car
No concessions apply - Children under 18 free

Pass outs will be available for vehicle occupants and spectators. Please bring the kids - they will be tomorrow's enthusiasts!

Club Displays

Club displays are welcome and encouraged. A trophy for the best club display will be awarded.
To park together it's a good idea to arrive together. Please contact the AOMC to reserve your place.

Regalia

A commemorative car badge will be available on the day

Trophies

Trophies will be awarded for a number of categories, no entry is required for these awards.
Trophy presentations will take place at 1.30 pm. The Car of the Show Award will be made from pre-entered competitors only. An entry fee of \$20 plus normal admission will apply. Entries can be made prior to the Show using the entry form that can be downloaded from www.aomc.asn.au or enter on the day until 9.30 am or by contacting the Shows enquiry line: 9690 0524.
Car of the Show entrants must be parked in the special display area.
The Robert Shannon Award will be made to a young enthusiast who attends the show driving a classic vehicle.

General

Food and refreshments will be available, Music, Children's entertainment. There will also be trade stalls.
(Further enquiries for trade stall sites are welcome. Please call 9690 0524 to book your site)

For updates, maps and info go to www.aomc.asn.au or fb.com/infoaomc or general enquiries Ph: 9690 0524



Graphics by Caliba Design
www.caliba.com.au

RACV CLASSIC SHOWCASE

SUNDAY 19th FEBRUARY 2017

CAR OF THE SHOW

ENTRY FORM

NAME :

ADDRESS :

.....

TELEPHONE NUMBER :

EMAIL ADDRESS :

VEHICLE DETAILS

MAKE :

YEAR :

MODEL :

COLOUR :

REGISTRATION or PERMIT NUMBER.....

SOME DETAILS ABOUT THE VEHICLE

.....

.....

.....

I ENCLOSE CHEQUE, MONEY ORDER FOR \$20.00 PAYABLE TO:

ASSOCIATION OF MOTORING CLUBS

OR

CREDIT CARD DETAILS

NAME ON THE CARD :

NUMBER : _ _ _ _ _

EXPIRY DATE : _ _ / _ _ **SIGNATURE :**

NOTE A \$2 FEE APPLIES TO CREDIT CARD PAYMENTS

E MAIL COMPLETED ENTRY FORM TO imgross@bigpond.com or send entry

form to: Association Of Motoring Clubs

C/- 393 Mont Albert Road,

Mont Albert Vic 3127

You will be forwarded a Car of the Show entry ticket a week before the event

However entries will be accepted till 10 00 am on the day of the show at the AOMC

tent.

An entry form must be completed for entry to the competition



HISTORY OF CARS IN CUBA.

The arrival of the automobile in Cuba took place more than 100 years ago. The first news of this event dates from 1898 when the dusty streets of Havana witnessed the presence of the first noisy automobile which used benzene to move and could only develop 10 Km/hour. It was a "Parisienne" French Automobile which cost to his owner was one thousand pesos. Six months later, the second one arrived; it was a "Rochet-Schneider" coming from Lyon. This one counted with 8 Horsepower and could develop a speed of 30 Km/hour. It's price was 4,000 pesos. A third automobile arrived a little bit later and it was used to distribute commodities of a cigarettes factory from the city. It was a small covered truck which was also a Parisienne, but it was superior to the first one and looked like a carriage or a coach, but without horses.

On September 3rd, 1898, the first motorcycle arrives to Havana. It was a tricycle of an Italian origin which came from the factory Prinetti and Stucchi. In 1900, the brothers Dámaso and Honoré Laine, buy the representation in Cuba of the Automobiles "White" trademark and they decide to set up a garage which offered complete reparation service of mechanics, reparation of bodywork and painting, as well as the provision of oil for these cars. Later on, due to the need of these services, they decided to extend it to all cars' trademarks. They are considered the pioneers of this activity.

In 1901, eleven of these cars rode the streets of Havana and in 1902 the first auto arrived to Santiago de Cuba brought from the Unites States; it was a "Locomobile" of steam. In 1903, the owner of the first garage, organizes a car race (the first in Cuba) where some drivers participate having their wives as copilots. The winner was Dámaso Laine, the organizer of the race, driving French "Darracq" with a time of 37 minutes. The run was from La Lisa bridge until Guanajay (outward travel); five automobiles took part in the race.

On February 12, 1905, an International race is performed in Cuba for the first time, in the stretch from Arroyo Arenas to San Cristobal, it was going and turns with a with a distance of 158 Km; some of the most famous runners and potent cars of those times came to Cuba; some of them had even World Records. The winner of this race was the Cuban Ernesto Carricaburu who was taking part in this event for the first time. He was driving a 60 horse-power "Mercedes" and he established a World Record for this distance with an average speed of 85 Km/h.

In 1905, the first Official Tittles of Drivers are issued; Carricaburo was in charge of this task who was the winner of the first International cars race in Cuba. In 1906, the first car accident takes place, where a passer-by dies at the streets Montes and Ángeles. On May 19, 1907, the first "Cadillac", rides the streets of

Guanabacoa; it can also be considered the first automobile that rendered its services as a taxi in Cuba. In 1907, the first line of motorized omnibus begins to give services from Guira de Melena to San Antonio de los Baños.

In 1910, about 4,000 motorized vehicles circulated along the streets of the Capital; in 1922 they amounted 20,000. In 1912 the first automobiles "Chevrolet" arrived to the island; in 1913, the first "Fords" entered into Cuba. In 1914, Carriburi creates a Service of Cars for Rent, and to this aim, he buys 10 "Fords" automobiles. In 1917, María Calvo Nodarse becomes the first woman in the country who receives the Title of Driver. She was popularly known as "La Macorina". Her automobile was a present from a rich Cuban merchant who run over her with his car harming her leg forever. A son called "La Macorina" was composed at that time and we can listen to it even today.

In 1918, the first Interprovincial Race is held, between the provinces of Pinar del Río and Havana. In 1930, takes place a 24 hours race from Santiago the Cuba up to Havana. The first traffic light begins to work in the country in 1930. On May 20, 1927, the construction of the Central Road had begun already. It would link the whole country with greater quality, totally paved and with a width of six meters. This fact would allow transiting in both directions: its total length was 1,139 Km. It was finished on February 24, 1931 at a total cost of 111 million pesos.

A Line of Passengers Transportation was created as a way of inaugurating the Central Highway in 1931: the "Packard Line" with twelve seats cars that made the trip in 16 hours, reducing in this way the former time of 24 hours. A great number of car races took place in Cuba in paths, roads in different periods of time within cities or closed circuits. We can group them, namely:

1st Stage: 1903-1915. First National and International Races in Roads and the Almendares Racetrack; the best drivers and cars existing at that moment attended them.

2nd Stage: 1916-1928. Big seasons at the Eastern Park Racetrack (in clay court) and other roads. Very good races took place in Pinar del Río and Oriente at this time. Those celebrated at the Eastern Park had the participation of very famous drivers as Louis Chevrolet (the designer of the cars taking his name), Ralph de Palma and George Souders, winner of the Indianapolis Races, among others.

3rd Stage: Very sporadic Competitions took place in this period; there was one in 1930 of 24 hours Santiago-Havana and this same year another one Yara-Manzanillo

4th Stage: 1951-1953. Races at Marianao *Racetrack* with small "Midgets" cars took place. Some American drivers attended the race as Pete Fold with his car No. 4 and Barton with his black car No. 00, both using Offenhauser Motors.

5th Stage: 1954-1958. Races for interprovincial roads as Pinar del Río-Havana were held, on the days May 20th from 1954 to 1958; Havana-Güines on May 20th, 1955 (it was held once) and Sagua La Grande-Havana the days October 10th from 1954 to 1957. The races took place at closed circuits in Havana, for example, at La Cayuga Airport and at the Havana Sea Wall; in the latest, Big Rewards of First Formula were granted to a distance of 500 Km each in 1957 and 1958. In the first one, 19 drivers from 11 countries took part, among them, the five times World Champion Juan Manuel Fangio; the Eternal English Runner up Stirling Moss; peters Collins was the third one in the ranking of the year, Eugenio Castelloti was the fourth one. Others that participated were the Marquis Alfonso de Portago from Spain, Masten Gregory from USA and Carrol Shelby, among others. The Cuban runner was Alfonso Gómez Mena. This Race was won by Juan Manuel Fangio with a "Maserati"; Carrol Shelvy with a "Ferrari" occupied the second place. Marquis De Portago also with a "Ferrari" led the competence most of the time, but his car had a break down and fall to the fifth place. However, after a titanic effort, he finally caught up with the third position.

On February 24th, 1958 (the following year), a summons was made to the II Great Prize in the Havana Sea Wall with the same journey of 500 Km. Thirty two drivers from 12 countries participated. Most of the drivers who attended the first gathering came again. However, the absence of Castelloti and the Portago who died in the racetrack months, before was felt. Other runners as Jean Behra, Francisco Godia and Von Tripps, the most famous ones at the moment, took part in the event.

On February 23, 1958, a day before the celebration of the I Formula II Great Prize, to be held at the Havana Sea Wall, an armed command from the "26 of July" Revolutionary Movement, kidnapped Fangio at the Lincoln Hotel where he was lodged and kept him in captivity until the competitions finished. This action was performed to prove to the world that there was a struggle in Cuba against a bloody tyranny

←
that oppressed the people.

This race could not be finished because in the sixth turn, the Cuban Driver Armando García Cifuentes, he protruded his car against the public; nine people were killed and more than 70 wounded. This caused a great chaos and the race was stopped. Stirling Moss, who was heading the competence 13 minutes after it began, was declared the winner.

6th Stage: 1959-1961. On September, 1959, a Competition called "The 4 hours of Alamar", took place in a closed circuit of that town from Havana. Seventeen American drivers participated, with their sports cars of different marks as MG, Triumph, Austin and Porsche, among others. This race was won by Roy Sheppard driving a Porsche RSK; the second place was for the Cubans Alfonso Gómez Mena and Ramiro Montalvo who manned a Ferrari. On February, 1960 the Liberty Great Prize was carried out (a week of speed) with cars of Formula I, Indy, Sport, Junior and Stock grouped in different Races to those of Autos Formula I. Jack Brabhan, the World Champion at that moment was present, as well as Stirling Moss, the Rodríguez brothers, etc. Most of the race cars drivers who came in 1957 and 1958 (those still alive and active) and the ones of better ranking with their potent cars attended the competition. The winners were: Stirling Moss with a Maserati, took the first place; Pedro Rodríguez, driving a Ferrari, the second one and Masten Gregory the third one. In this stage, other races in closed circuits were held (among Cubans) at the Ciudad Libertad Airport, at 26th Street, and at the Port Avenue. The last competition took place in 1961 because of the implementation of the Economic and Commercial Blockade by the American Government against Cuba where the entrance of spare parts for the automobiles into the island was forbidden.

This supply was cut all at once and the island got isolated; the cars, condemned to disappearing Until January 1st, 1959, 180,511 automobiles circulated in [Cuba](#); the 93, 66 % were of American. Some years later, around the 60's, new cars began to enter our country; the first Moskwich and Volga 21 made in the former Soviet Union and Skodas from Czechoslovakia. The Zhyguli arrived at the beginning of the 70's and later on the Soviet Ladas and Volga 24.

In the 70's, cars from Argentina were received in Cuba, as for example, the Fiat, the Chevy, the Ford Falcon, the Dodge and the Peugeot, as well as a certain amount of Alfa Romeo and V.W.

More recently, in the 90's and 2000 cars from other countries have entered the country as the Toyota, Mitsubishi, Hyundai, Nissan, Daewoo, Ticos, etc. Cars from China are coming into Cuba at present.

The National Highway that links the whole country was built after the Triumph of the Revolution through a six lane road, much more comfortable, safety and straight which saves time, fuel and money to the drivers. It leaves behind the antique National Road; encirclements in the main cities have been built and the roads have been taken to the most remote places of the country. The main islets have been joined to the main island by means of "pedraplenes" which allow a comfortable communication.

Many Museums have been created along these years, treasuring Old Automotive Relics, which have been properties of relevant social, political and/or cultural personalities of the country; the main Museums dealing with this topic are in Santiago de Cuba and Havana City.

With a tremendous effort, the proprietors of those mostly American cars which were tried to be destroyed half a century ago continue to driving them along our streets, roads and avenues of the whole country. They form the first representative groups of a great movement which would become one day, "the Antiques and Classic Car Team". The first of them met at "Taramar" Restaurant in 1996, later on, these mates carry out the first Historical Cars Rally in Cuba, Havana-Varadero, Varadero-Havana with 40 antique cars. Afterwards, this group constitutes "The Rolling Museum" in a meeting held at the Cultural Center "La Giraldilla". In 2000 they officially changed their name by "La Macorina" Antiques Cars Team in honor to the first woman who drove a car in Cuba. Other teams were created in the provinces of Santiago de Cuba, Matanzas, Pinar del Río and Havana City (4). Three of them are regularly functioning in Havana City: "La Macorina", "Havana Club" and "To the Cuban Way".

On October 4, 2003, a group of 23 mates who loved automobiles, met at the Gardens of "Tropicana" Cabaret, in Havana City, Cuba; 16 of them with their cars got the inscription, seven who did not have an antique car or could not be considered as such, established that day an [Antique and Classic Cars Club](#) to which they decided to name "to the Cuban Way" honoring the way in which this country has worked and struggled in these almost 50 years.

Orlando A. Morales Pulido.

Fragments of the book

"La Historia del Automóvil en Cuba"



AOMC NOVEMBER DELGATES MEETING.

The following is reprinted as it may be of interest to members.

Guest Speaker: Paul Tsiaras from Statewide 4 x 4.

His company do Gross Vehicle Mass (GVM) upgrades on vehicles. Discussed how many people do not realise the load capacity of their vehicles, especially when towing. GVM is what vehicles have been made to carry, and some 4WD have a payload of only 600kg, which does not include the passengers or fuel. Towing capacity is noted by the manufacturer. Most vehicles have little room in payload to allow towing. A big problem these days is vans are getting bigger and heavier.

Paul recounted a situation where a vehicle towing a caravan was involved in an accident that caused \$500,000 damage, and insurance would not cover due to vehicle being overloaded.

NSW have mobile weigh stations that are checking on vehicles towing vans.

Statewide 4x4 assess vehicles and increase their carrying capacity. It can be an expensive process. It is pertinent to check out payload and towing capacity of vehicles before towing.

Questions from the floor:

Q – Are there any vehicles that cannot be upgraded?

A – *The only limitation is funds. It can be very expensive for one off vehicle upgrades. It is more economical for fleet upgrades. Paul just did a land cruiser and it cost \$9,500. A quote on a vehicle for the Pajero club was \$20,000.*

Q – Do you take into account axle and tyre loading?

A – *Yes. The only part of the axle that takes load is the housing. The issue is the stress point of the load.*

Q – When you do testing, how do you do the upgrade?

A – *Problem is in the component holding the bearing, and how strong is the end hub or housing.*

Q – How do you go around crash points?

A – *Chassis are dynamically made to twist, so we try not to change the chassis but focus on key points like shackle points.*

Q – With the influx of overseas cars and trailers, is there confusion between tonne and ton in weights?

A – *All vehicles in Australia have to meet Australian Standards that are in metric.*

Q – Why is there a difference in towing capacity between diesel and petrol models of the same car?

A – *It is how the manufacturers define them.*

Q – Rated shackles for towing, there has been much talk of late?

A – *You should have a rated chain and shackle.*

Iain Ross thanked Paul for his most enlightening talk.



CCCV EVENTS—TECH DAY—FI



Garth Campbell our host for the Tech day, taking a well earned rest with nibbles and being tempted with more.

Another member inspecting a Ds on the hoist. What could be wrong?



Ian Downie tongs in hand, and Wolfgang Siem displaying one of the many images available for “T” shirt fronts.

Bellow: Howard Moses, suitably disguised with beanie and dark glasses, together with Dave Rogers and John Wyers checking out Dave’s slightly battered 2CV Charleston.



“Now what were those bits that fell off during the Raid?”



Graeme Mc Donald preparing his other members under the shade c



A young aspiring Ds owner, checking out the steering wheel movement.

The pitch of our roof is—

Bellow: Paddock bashing in a 2CV



FINGAL—CHRISTMAS SPIT ROAST



lunch on the BBQ at Fingal, with
both already tucking into theirs.



Max Lewis President of CCOCA and John Parsons President of CCCV feeling suitably pleased with another successful Christmas spit roast and end of year celebration.



John Wyers and Tom Grucza carving the roast under the stewardship of Bruno Tonizzo

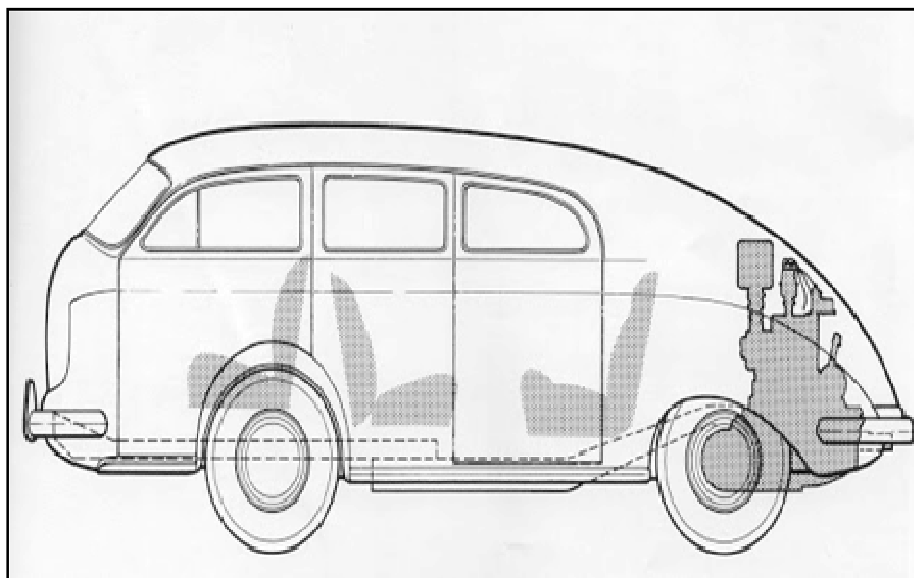
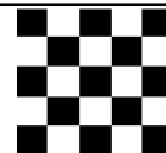


David Gries Ami van with a few
home or was it roadside repairs,
with suitable dust and rust to set it
off.



The Proposed 1947 Parmelee Checker Model C Limo

by Checker Cab Club | Oct 10, 2016 |



The Checker Model A was only made for one full year 1940, and a shortened 1941 model year run due to WWII. Over the years the rumor grew up that CEO and founder Morris Markin melted down all the body tools and dies for the war effort.

Automobile production ceased during the fight against Adolph Hitler and the Japanese. During this period, Checker participated in the fight by supplying the army with trailers to be used with that new invention of the war the Jeep.

As the war ended, Checker was facing the challenge of designing and producing a new post war car. During this period Checker utilized two innovative professionals: Herbert J Snow and Ray Dietrich. Snow was formerly the chief of engineering at Auburn-Cord-Duesenberg. While at A-C-D, Snow was the engineering leader who designed the front wheel drive system used on the classic Cord 810. Snow would eventually become the head of engineering and a Checker board member. He would be at Checker until his death in 1961.

Morris Markin hired Ray Dietrich as a consultant in May 1938, for the hefty sum of one hundred dollars a day. Like Snow, Dietrich was an experienced designer, having worked for Briggs and eventually Chrysler. Dietrich's rise at Chrysler was largely based to his redesign of the Chrysler Airflow, with his resulting Airstreams saving Chrysler from the sales failure of the Airflow.

Now, with two of the automotive industry's top

engineers, Checker set out to introduce a replacement for the Model A. Called the Model C, the new, very unconventional Checker was to be very different from Checkers of the past, or for that matter any US produced car of the day. Snow's proposal would be a rear engine/rear drive vehicle, much like the Volkswagen Microbus of the 1950s. In a memo in May 1945 Snow laid out his vision. He wrote:

"The primary purpose of a vehicle of this kind is to carry passengers comfortably and economically. To do this,

passengers must be placed in the most advantageous seating and riding position. The vehicle must be light if it is to operate economically. Keeping weight to a minimum means that the entire vehicle must be as compact as possible without any sacrifice in passenger space."

The project progressed to the development of a mule, it utilized a side valve Continental 6 placed transversely in the rear of the cab, mated to a Warner three speed manual transmission. The overall length of the cab was 198.5 inches and the wheelbase was 100 inches.



Checker Model C Engineering Buck

As was always the case with Checker being an "assembled car", many components for the Model C were sourced from the "parts bin" of other makers and independent component producers. In the case of the test mule, the front and rear suspension, brakes and wheels were from Studebaker.

In addition to the standard taxicab Model C, plans also called for an airport limo to be used by Checker affiliate Parmelee. In the mid 1940's, Chicago's intercity transportation industry, was controlled by three distinct firms, Yellow Cab, Checker Cab and the Parmelee Company. The latter firm dated to 1853 when its founder and namesake, Franklin Parmelee, established the city's first omnibus line. By 1947 Checker CEO Morris Markin owned all three Chicago intercity transportation companies.

Parmelee needed more than just standard taxicabs; they purchased airport limos that could hold up to ten to twelve passengers and luggage. In the 1930's Parmelee used extended length Checker Model Y's (essentially the 30's version of the Aerobus).

Checker never produced Model A limos for the Model A short run of 1940-41 period. Given that, by the end of the war Parmelee was most likely in great need of new airport limos. Most of the Parmelee limo fleet in 1947 could be 10 years old or older, far beyond their dependable commercial service life.

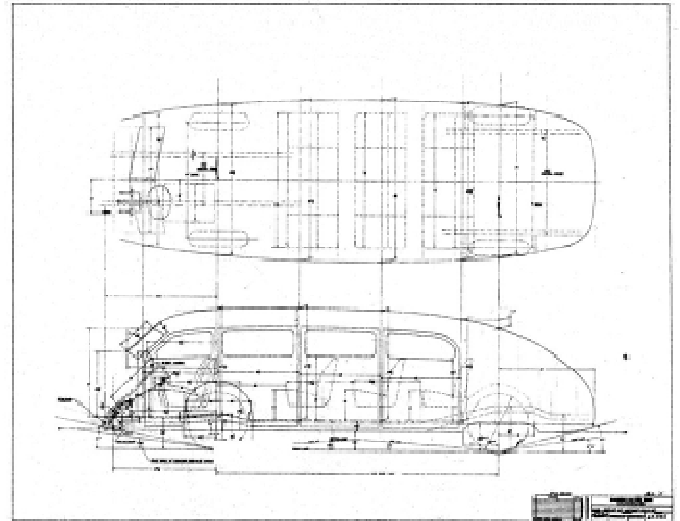


Late 1930's Checker Parmelee Model Y Limo. Note three box design and extra door

Through the generosity of the Markin family, the Checker Cab Club has in its possession a blueprint for the proposed Model C airport limo. Upon review of the blueprint it's clear that the Model C limo was unique, the total wheelbase was drawn at 149 inches and the rear track measured at whopping 81 inches, width door to door 86 inches! Total length of the proposed limo would be 247.5 inches about 12 inches longer than the 1961 Checker six door Aerobus.

The expanded width would allow for seating for four persons per row. With three rows the Airport limo could seat twelve passengers. To put this into perspective the overall rear track for a 1942 Cadillac Series 75 was 62.5 inches, the Model C limo would

have been very wide when compared to the Cadillac, a full 17.5 inches wider!



CCM Blueprint 65655 Outline of Airport Limo June 18th 1946

Long and wide the Model C would be hard to move about any large city or tight areas. Knowing the challenges of Chicago, the proposed design had include considerations of the confines of Midway Airport. The blueprints indicate that a short front end had to be designed in order to manoeuvre the garage ramp for the Midway Parmelee terminal.

From a styling perspective the proposed Model C would have a streamline body. Interestingly many of the styling cues used for the Model C

can be seen in the Model D and the actual post war produced Model A2. The curved rectangular window openings, slanted back windshield and curved fenders all eventually made their way to the 1947 Model A2.

The test mule went through extensive testing, and the results were poor. Prior to his death, Snow recounted to automotive writer Karl Ludvigsen the facts of the project:

'The objections to this design were that a vehicle of this type with the engine mounted in the rear behind the rear axle cannot have good weight distribution on a short wheelbase. There was too much weight on the rear wheels for good roadability and performance. Furthermore we had

←
passenger seats facing each other as in trains and this we considered would be very objectionable to the passengers who rode backwards in the front seat.'

With poor handling and questionable passenger comfort, the project was killed. Post the Model C and D projects Checker would ultimately settle on the Model A2 as its post war entry, a conventional front engine rear drive platform. Parmalee would not get the extremely weird Model C airport limo, instead the Parmalee would purchase special bodies six door wagons. Upon review of the 1950 A4 wagon, the greenhouse is very similar to the Model C limo, however the overall width is far shorter than the Model C.



1950 Checker Model A4 six door Parmalee wagon

The Model C limo never made it to the test mules phase. Prior to Snow's discovery that handling was problematic, Checker did build a test rolling chassis for the Model C limo. As of 1973 the chassis did still exist at the plant, that said, it's highly likely that had the rolling chassis survived till 2009, it most likely was scrapped during Checker liquidation.

Upon review of both the Model C and Model D projects at Checker, it's very clear that Checker engineering were open to non conventional automotive platforms. That said, Checker was actually successful with traditional automotive designs. One can only imagine how earth shattering the proposed Checker would be had they been introduced in the post war period.

SOURCES

Snow Interview and Model C specifications Special Interest Auto Issue No. 18 Aug-Oct 1973

<http://checkercabclub.org/online-archives/>

Fix a broken C4 Coupe or Hatch broken glove box handle .

I took the glovebox out of the car because it was too cold to do it outside.

To remove it, remove the torx head screws around the outside edge, then remove the hidden one under the 'air bag' sticker and pull it out.

First picture is how to open the door when it is broken.



After taking the glovebox lid off, just to make it easier.

Drill a couple of pilot holes through the broken handle, and mark on the catch where it broke off. Pilot the catch and screw handle in place using 2 self-tapper screws. You need screws about 35mm long.



So, it's fixed, and is now probably stronger than when new.

As an additional note.

You could do this as a preventive measure.

Just take the glovebox out of the car, lift the handle like you would to open the door. Drill a pilot hole in the middle (just as in the pictures above) and pop a self-tapper in.

This should secure it, and stop it snapping off.



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2007 Citroen C4 (urgent sale)

2/17

My black 2007 C4 is the diesel model and currently unregistered. VIN number is VF7LC9HYB74558162

It has two bodywork scratches (rear both sides) and it has panel damage (front right hand) otherwise it's in very good condition. The battery is flat at the moment so I can't obtain a km reading but its relatively low mileage as I've only really used it around town. It is garaged in South Yarra. Asking \$6,000 or best offer.

Contact Stuart on [+61478945883](tel:+61478945883) or email stuartcniven@gmail.com



For sale.

2/17

1. Remote with blank blade for series 1 C5. \$150
 2. Hydraulic pump for C5. \$300.
 3. Top dashboard covers for Picasso, not distorted, \$300 for set.
- Located in St Albans Salman PH: 04100 40505

Citroen D-Series Wanted

02/17

I am considering whether to take the step and purchase a wonderful DS, ID or D.

I am based in Victoria, and I am in the process of selling my daily car, before being able to purchase a D.

I would love to have D that can be used as a daily car. So it ideally must be rust free, great hydraulics, and be loved. I am not too fussed in terms of spec, but prefer original specifications, preferably with Michelin XAS/XVS tyres. Prefer a Deesee with Power Steering and Power Brakes.

I am also open minded as to whether you have a Sedan or Safari (Wagon). Both are fantastic. Much more interested in condition and history of the vehicle.

I will be away from 12 December to 16 January 2017 overseas. But please if you have one that you are interested, please feel free to contact me via email.

Contact Syd on 0422 216 619 or email syd.balachandran@gmail.com

Citroen C5 Roof Bars

02/17

Citroen C5 wagon (2000-2006) roof bars. Genuine Citroen equipment (with box & instruction sheet) easy fit, key lock, only fitted occasionally, mostly off the car, so near new condition.

Asking \$100 negotiable. Don Matthews 9379 2732 0408177455

Citroen Xantia Roof Rack

Reposted 10/16

Citroen Xantia roof rack from station wagon. Bit scuffed but fully functional. Asking \$80. Contact Neill Smith Balwyn Nth (03) 98574716 or 0468 396 602



Seeking Xantia Radio Code

02/17

At the Car Wreckers (Campbellfield Pick a Part) I purchased a Phillips car radio from a Xantia as the Xantia that I fixed, and gave to one of my Grandsons, had the radio taken out before we got hold of it to fix. The radio I got, came from a Xantia that must have belonged to a CCCV member with the CCCV stickers on the back. We need the Radio Code to get it working in the now my Grandson's Xantia. I would like to locate the member that disposed of / traded-in a Xantia recently that may be able to help with the Phillips Radio Code. By recently I would have it at a guess since August 2016. The Xantia is a 1998 2.0L petrol, auto gear box, white in colour. VIN: VF7X17B00037B6779. Greatly appreciated if the member could be found.

Contact John Albanis (03) 9379 1587

DS Reversing Light Wanted

12/16

Wanted: reverse light for 1975 D-Special. Gelbon type. Need plastic casing, but happy to take a complete unit. Alistair 0419 850 125.

1996 Citroen Xantia Station Wagon

12/16

1996 model but first registered in 1998 by current owner, was a dealer demonstration model with around 500 km on the clock. Silver colour with manual transmission (5-speed) and petrol 2.0 L engine. Very good condition, has been super reliable and has low km's for age (around 100,000). Regularly serviced by Joe and his team at Paris Motors

In original condition apart from upgrade to electric wing mirrors and new sound system (have kept old radio/cassette "head" so new owner could re-fit). Reg PHG 864. Offers around \$5,000 will be considered. The car is located in East Malvern,



CITROEN C5 UPDATE ENGINE / GEARBOX ASSY 2004–2008, 2/17
2.0i TURBO DIESEL - DW10BTED4 with AISIN AM6 6 SPEED AUTO 148000 kms.
 Ex damaged vehicle hit Rear LHS. **Note.** Engine can be heard running in vehicle and is sold as removed i.e. complete with – turbo, starter, alternator, A/C compressor, engine loom. VIN – VF7RCRHRJ76789426
 \$850.00 ONO, located in Melbourne S/E Ph Graeme McDonald Ph. 0409 134 836.

1998 Citroen Activa CT Turbo Hatch

11/16

Full leather interior, manual 5 Speed, 1998cc, petrol turbo, air, cruise control and sun roof. Imported by Citroen Agent for a senior executive. The low pressure return lines, Octopus (LMH manifold) have been replaced, including 8 spheres several years ago. Joe at Paris Motors has the recent service records and said the car needs front end attention, and other items for a RWC. Asking price \$1350.00 VN-VF7X7RGXF72017081. A second straight and running Activa is also offered for sale as spare parts. Please call Douglas to arrange an inspection at Olinda, nice drive (M 0428 533 489). This fully optioned model was unavailable in Australia.



2002 Citroen C5 HDi

Reposted 10/16

2002 (reg 2003) Citroen C5 auto diesel 6cyl 3.0L 5 seat. 142,600 kms Reg end Oct 16. Euro luxury & reliability. Citroen hydro pneumatic suspension. Excellent condition with no rust, only a small issue with headlights – may need a new switch. Very comfortable, beautiful car with wood-grain dash & quality Citroen extras. A bargain at \$3200 negotiable without RWC. Reg WSA 311.

Location is Berwick, Victoria. South east of Melbourne.

Contact vicki.keddie06@gmail.com



1989 Citroen BX 16v

Reposted 10/16

Eng No 08001918 RUST FREE. ~~Car is~~ club registered and passed recent RWC. Also regularly driven and always garaged.

Mechanically excellent.. Body work also excellent but for the usual fibre-glass bumper cracks. Interior is terrific except for the notorious dashboard cracks! All suspension well maintained. A rare, high performance car, with superb suspension, having a Bathurst class victory in late 80's and 12 hour endurance victories. (Try to find one on Carsales etc). Also with many spares, including 4 factory mags and good tyres}

Sold "as is" **Reduced asking price \$3,200.**

Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.



2008 Citroen C5 HDi Sedan

Reposted 10/16

This is a limited edition 2.2L twin turbo HDi Sedan.

Registration: WDB-947, 179,000 kms.

One owner, full service history, gold metallic with grey leather trim. Sun roof and tinted windows.

12 months registration. Good clean car. **Now reduced to \$6,500.**

The vehicle is in Traralgon, Vic.

Contact Peter Wight: lynw@nationaltilestraralgon.com.au



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CX Parts Free

10/16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.
Contact Pierre on 0434382637

1999 Citroen Xantia 2L Petrol,

12/16

Anniversary model, Hatch, 4-speed auto. Sunroof fitted. The car is a one owner and travelled 110,000km, with full service history. The body, interior and mechanicals are in good condition.

The car is registered until July 2017. Rego no PSJ-884. and is located in the Melbourne suburb of Viewbank. Asking \$2500 ono. Contact Phone (03) 9459 5557



2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622
ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



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Contact: GARTH CAMPBELL on 0406 427 657 for details.

CLUB SHOP

We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.



For Sale: Citroen C3 Exclusive.

20/17

Build date 09/2011, Compliance 06/2012.
Gold/bronze colour body, Charcoal fabric interior, Auto, 1.6 Petrol.
Only 12,897Km.
Few minor scuffs from elderly first owner.
Registered till end of 2017.
1DF9GF RWC will be provided.
\$11,500 ono. Salman Chaudhry 04100 40505



Peugeot 405 / Citroen BX Driveshafts

reposted 10/16

I have a pair of drive shafts for sale. They are from a Peugeot 405 and will fit a Citroen BX.
Asking \$10 each with the sale proceeds being donated to CCCV.
Contact Kirk 0425 717 572 or 03 9363 2464

CX Parts Free

reposted 10/ 16

I have a pair of CX rear side quarter windows and a rear window free to anyone who could use them.
Contact Pierre on 0434382637

Citroen Xantia Wheels & Tyres

reposted 10/16

I have a set of five 14" wheels with roadworthy tyres to suit a Xantia.
Four Nanking tyres and one Dunlop. Tyre size 175 x 65 x 14
Asking \$10 each, with the proceeds to be donated to the club.
Parts are located in Deer Park or can be brought to a club meeting if that suits.
Contact Kirk on 0425 717 572 or 9363 2464

2002 Citroen Xsara VTR Sportif (Re-advertised)

reposted 10/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, registered until June 2016. Sold as is – no RWC, Rego is SDO 514, registered in Victoria until 11 June 2016; Vin No: VF7NONFUB73226242

PRICE REDUCTION to \$750.00

Contact Meagan on 0416 484 667 or neverfarmegishere@yahoo.com





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Glen Iris	Colin Bates	9822 2864
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.

SPHERE REGASSING

This service is temporarily suspended during equipment servicing. Members will be advised when that is completed. Members advised, occupational health and safety regulations must be observed at all times.

PARIS MOTORS

www.parismotors.com.au

Citroën Service Centre

Email service@parismotors.com.au

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

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Phone/Fax: (07) 4126 2502
Mobile: 0427161132
email: pleiadesauto@pacific.net.au

UK:-

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