

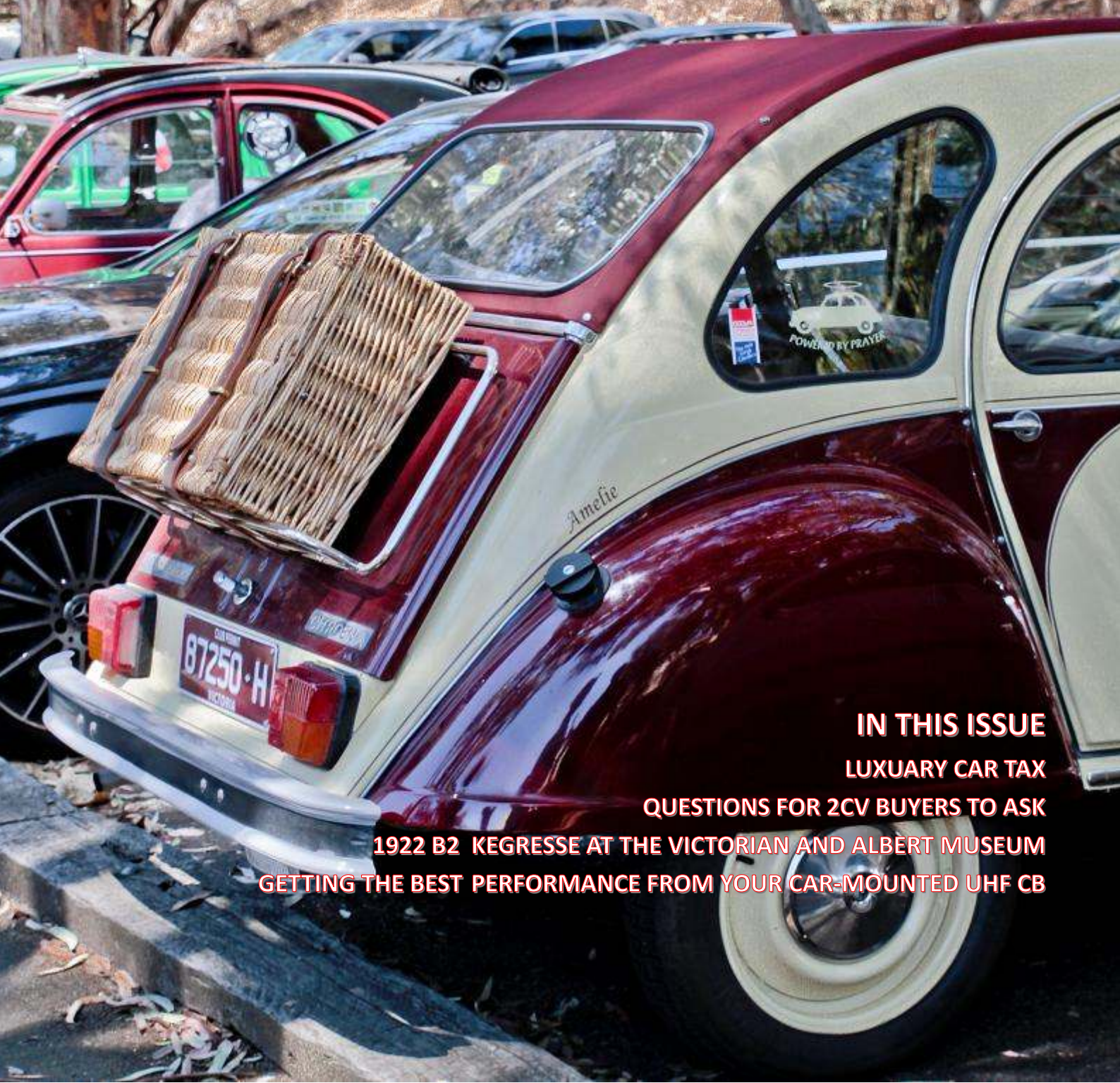


NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

February 2020



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1922 B2 KEGRESSE AT THE VICTORIAN AND ALBERT MUSEUM

GETTING THE BEST PERFORMANCE FROM YOUR CAR-MOUNTED UHF CB

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

8.00 PM 3rd Thursday of the month except Jan. 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

CITIN ..LATEST NEWS

Rather than forward an extremely large email, I have decided to combine the information as a page on our website:

<http://citroencarclub.org.au/toolkit/toolkit.html>

Contained within are several files which can be downloaded to produce a complete tool-kit for the Cit-in.

Further updates will be notified when they are uploaded to the web site.

The files include:

1. A description of the event in PDF format.
2. Maps of Cowra township, Cowra local area and Cowra in NSW.
3. Accommodation listing in PDF format.
4. Registration documents in DOCX and PDF formats.
5. Descriptions of the Pre Cit-in tour in DOCX and PDF formats, including maps.
6. Descriptions of the **Post Cit-in tour** in DOCX and PDF formats, including maps.

I hope this information is of use and can be included in your magazines and web sites to entice potential attendees.

Note that attendees must pre-book their accommodation before filling out the registration form.

The website page for the Cit-in attendees continues to be:

<http://citroencarclub.org.au/cit-in/cit-in.html>

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

President's Message February 2020

I hope everyone had a great Christmas and a Happy New Year. 2020 is now well on the way and we can look forward to a great year with events and outings. Those of you that are able to participate in the Venus Bay weekend hosted by Don and Deirdre Scutt will have a great time relaxing and taking in the views of Venus Bay.

We are trying something different this year and sharing lots of events and outings with the Citroën Classic Owners Club of Australia (CCOCA) so keep a close watch on the Club Calendar of events for all the details. Although we try and plan the year's events in advance, there are special events that pop up at short notice and may not be received before our magazine deadline. There are also events that are organised by other car clubs that you may like to attend and we will let you know about them for your info.

We are all aware of the great devastation and loss of life caused by the fires in NSW, SA and Victoria and I'm sure each of us knows someone that has been affected by the fires in some way. The road to recovery will be a long one and some things will never be replaced. The generosity of the Australian public will go some way to help people rebuild their lives but the emotional scars caused by such a catastrophic event may never heal. I hope our country members from East Gippsland are safe and not affected by the fires.

On another note, we are still looking to fill some of the Committee positions so please let me know if you would like to help out in any way.

See you at the February General Meeting,

Bruno Tonizzo
President CCCV Inc.

FRONT COVER

An obvious Citroen lineup at Frog Hollow

MIDDLE PAGES

Members from both clubs had perfect weather to celebrate the end of the years activities. We owe a great thank you to the ladies and gentlemen for organizing the food and tables etc for the BBQ.

Peter Moloney excelled with the spit roast.

BACK COVER

Members socializing at the Christmas breakup

*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 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

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: Martin Ulyatt and Charles Sloan. 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 litre. ([see p/26 for your closest rep](#))

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

Events Calendar 2019		Draft Activities Program	2020	
January	NO CLUB NIGHT		March	12 Run to Portsea Quarantine Stn
February	9	Picnic @ Hanging Rock (1,000s of cars)		19 Club night
	20	Club night.		29
	22-23	Venus Bay	April	4 Jamieson Autumn Festival
	23	British & European Motoring show @ Yarra Glen Racecourse.		10-13 CITIN COWRA
				12 BBQ @ Phil Cotrill's, Tyabb TBC
				16 Club night
			May	1-3 Trentham w/end
				21 Club night- Post Citin talk & supper.
			June	18 Club night
			July	16 Club night
				17-18 Bastille Day Federation Sq.
				19 Bastille Day-French Community.
			Aug	16 Daylesford Pub Run
				18 Club night
				20 Club night
			Sep	13 Tech Koo Wee Rup
				17 Club night

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

Monthly 1st- Chit-Chat Tuesday Blue Bay Café,
667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse).
Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.

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

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV			Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS			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

February 20th Club night

Let's get the new year off to a bang.

Come along and tell us what you did over the break.

Tall stories welcome.

March 12th Run to Portsea Quarantine Station

In the early 1850's the government established a quarantine station at Point Nepean. Before the original building was completed an emigrant ship arrived with many passengers affected by yellow fever. She had had a frightful journey and the crew and passengers were in a sorry state.

The ship was the 'Ticonderga' that had left Birkenhead England eighty days before arriving at Point Nepean. She had eight hundred and eleven people on board when she sailed. Because of the lack of the most necessary amenities and over crowding, fever developed amongst the passengers, with the result that there were 96 deaths during the voyage.

On her arrival at Portsea on November 6th 1852, the survivors were quarantined, their numbers being so great that tents had to be erected to accommodate the overflow from the existing buildings. Here 82 of the ships passengers died. Deaths were so numerous and sudden that coffins were unobtainable, and burials had to take place without them.

Labour to dig the graves was also unprocurable, and to facilitate matters the bodies were placed vertical in recesses in the cliff face and the overhanging bank was then broken away, the resulting landslide burying them.

Many of the present building of the Point Nepean Quarantine Station were begun in 1856. Today, this area is a national park where visitors can visit the Point Nepean Fort and the Quarantine Station Museum.

LUNCH VENUE IN SORRENTO TBA

February 2020

VENUS BAY

February 22nd— 23rd 2020

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. BYO salad to share. 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, for those interested there will be a short car run or beach walk"

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

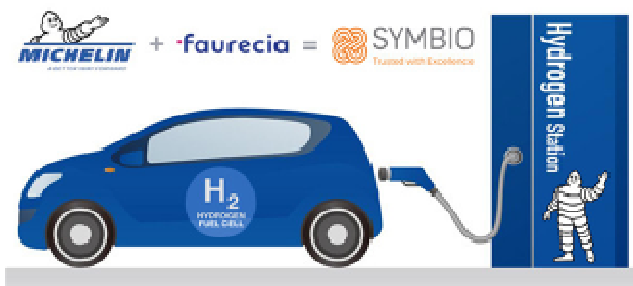
KNOW

Contact Don or Dee on

9807 8999 or

Dee's mobile 0450644570.





Michelin and Faurecia to Invest 140 Million Euros in Symbio Hydrogen Mobility Joint Venture

When Michelin took over the bankrupt Citroën company in 1935, they believed the effort the company had put into engineering the Traction Avant poised it for a profitable future. They were correct, by 1937 Citroën had ramped up production and was making money. These days, Michelin is intrigued by the means in which the auto industry will switch away from fossil fuels and has decided to invest, along with Faurecia, a French global automotive supplier, 140 million euros in Symbio, a hydrogen mobility joint venture company.

They believe that with demands for greener mobility solutions increasing, hydrogen technology will play a key role in the mass development of electric vehicles to reach zero-emission mobility in the future. Michelin also claims that hydrogen fuel cells are particularly suitable for intensive use and for those who need greater autonomy. It further says they are perfectly complementary to battery technology.



Once equipped with hydrogen fuel cells, vehicles provide enhanced ease of use (refill in three minutes, autonomy twice that of their battery equivalents, etc.) while remaining “zero emissions”. There are several hundred of these vehicles – for the most part, light utility vehicles such as the Renault Kangoo ZE H2 – on the roads in France and across Europe. Created in 2010, Symbio has been a subsidiary of the Michelin Group since February 2019.

Symbio designs hydrogen fuel cell kits that can be incorporated into various types of electric vehicles (utility vehicles, vans, buses, heavy-goods vehicles, etc.) and are associated with a range of services

(remote vehicle repairs and fleet management, etc.). Commenting on the joint venture, Fabio Ferrari, CEO, Symbio, said, “With this in mind, we decided, along with the Michelin development teams, to speed things up. The market was there. It was time to develop a Joint-Venture with a partner.”



Fabio Ferrari – Symbio CEO. Faurecia is headquartered in Nanterre, in the western suburbs of Paris. In 2018 it was the 9th largest international automotive parts manufacturer in the world and #1 for vehicle interiors and emission control technology. One in three automobiles is equipped by Faurecia. It designs and manufactures seats, exhaust systems, interior systems and decorative aspects of a vehicle.

For those of us familiar with the history of Citroën and Michelin’s involvement, over the years, it may seem odd that hydrogen innovation isn’t coming from Citroën or any other division of PSA. PSA has indicated that they believe all-electric vehicles are the next metric and are striving to have the Group’s entire passenger car and LCV (light commercial vehicle) range electrified by 2025.

Other companies, BMW and Toyota to name two major players, believe that a hybrid approach is more advantageous whereby one is not stuck looking for a charging station that may not be close at hand, or waiting in cue for one behind other electric vehicles. Their approach to eliminating petrol engines in their hybrids is to use hydrogen fuel cells on-board the vehicle to charge the batteries and at times power the electric drivetrain directly.

Hydrogen got a bad wrap with the LZ 129 Hindenburg Zeppelin crash on May 6, 1937, killing 36 people. But if you look carefully at the film of the accident, it could have been much worse. The burning hydrogen went upwards. Of the 36 passengers and 61 crew aboard, only 13 passengers and 22 crew died, as well as one member of the ground crew.

Hydrogen fuel is a zero-emission fuel burned with oxygen. It can be used in fuel cells or internal combustion engines. Storing hydrogen in automobiles has its challenges, particularly since as a gas it is preferable to keep it in a highly compressed and ideally in a liquid state for maximum efficiency. Presumably, Symbio is also working with companies on storage solutions and delivery infrastructure.

How a hydrogen fuel cell works is well explained here: <https://www.hydrogenics.com/technology-resources/hydrogen-technology/fuel-cells/>

Above article sourced from *Citronvie*. Ed.



1922 B2 Kégresse at the Victoria and Albert Museum.

If you are visiting London England between November 23, 2019, and April 19, 2020, there is an interesting exhibition in the Victoria and Albert Museum:

“Cars: Accelerating the Modern World” features, amongst other interesting objects, a 1922 Kégresse type B2 P4T, in its unrestored original condition and on loan from the French “Musée National de Compiègne”.



1922 B2 Keygresse at the Victoria and Albert Museum.

The official press release:

<https://vanda-production-assets.s3.amazonaws.com/2019/11/20/10/21/09/ca5ed4df-6d2a-43e4-aab2-f4ff7164ca41/VA%20CARS%20RELEASE%20FINAL.pdf>

Some other exhibition highlights:

<https://vanda-production-assets.s3.amazonaws.com/2019/11/20/10/21/42/bdbe122d-11f4-4275-981f-7daf05326d10/Exhibition%20Highlights%20CARS.pdf>

More info on the museum homepage:

<https://www.vam.ac.uk/exhibitions/cars>

Thanks to ACI Ambassador, Henri-Jacques Citroën, for sharing his pictures with us – and you!



Cloche Hat
Miss Fox
1928-1929

Motoring and its obsession with speed helped to shape new fashion trends in the 1920s and 30s. Modern, streamlined bodies were supposed to look and move fast – whether expressed in the form-fitting, bell-shaped ‘cloche’ hat – with its practical value of staying fixed to the head while riding in a car) – or in the fitted forms of new sports fashions.

Victoria and Albert Museum



Victoire mascot
René Jules Lalique
ca. 1925

Radiator caps on car bonnets posed an opportunity to display wealth and fashionability. Between 1920 and 1931 the French designer René Jules Lalique produced a series of car hood ornaments made from glass. These ‘accessory mascots’ were designed to be illuminated by internal electric lighting. The rarity of these objects is testament to the fact that even with the most careful chauffeur, life on the road could be dangerous for these fragile glass sculptures.

Victoria and Albert Museum

Article from *Citronvie*.

Sales and Wants

CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000

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 road-worthy 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.



picnic at Hanging Rock

Hanging Rock Reserve
South Rock Road—Woodend

www.picnicathangingrock.net.au

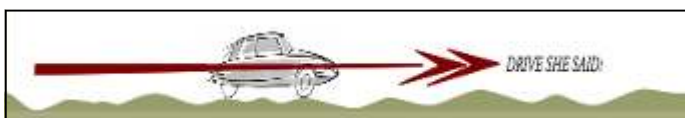
1000s of vehicles on display

25 years and older

Sunday Feb 9

\$20 per Car
\$5 per Bike

Free Animal Farm
Trade Stands
Face Painting
Free Train Rides
Live Music



LUXURY CAR TAX

As you will read from Keith's Presidents report and the article on the LCT petition, the fight continues to remove the LCT from classic/historic vehicle imports.

Another front that is opening up is from the European car manufacturers who are lobbying the Federal Government to remove the tax completely as part of European Union trade negotiations.

Darren Gray wrote in The Age on Saturday October 12th that: *European car makers have called for the luxury car tax and 5 percent duty on imported cars to be scrapped, saying the argument for these measures disappeared with the closure of local auto manufacturing.*

The renewed push against the federal taxes, which combined cost overseas car makers and their Australian customers more than \$1 billion in the last financial year, comes shortly before the next round of trade negotiations between the EU and Australia over a Free Trade Deal.

Tony Weber, CEO of the Federal Chamber of Automotive Industries said the LCT negated sales. "You are already paying GST and stamp duty, and then LCT on top of that. Its a tax on a tax on a tax."

Australia has a 5% tariff on European cars and a 33% LCT on higher priced vehicles.

An example given was the BMW X4 x Drive 20i which costs \$81,935 in Victoria, including \$6864 in GST, \$2373 in LCT and \$4056 in Victorian stamp duty, all up \$13,293 in taxes.

Ed. Reprinted from the AOMC Newsletter—November 2019 edition.

For Sale

11/19

Set of 4 factory fitted nineteen inch alloy wheels for current Citroen C5, includes nuts, centre badges and nut covers. Suit 245/40 R 19 tyres. \$650.00 negotiable.

Contact Barry Oliver in Geelong ph 52431752. email helenxoliver@gmail.com

NOVEMBER CLUB NIGHT

Bruno Tonizzo presented a club service award to John Parsons, that had been announced at our AGM in October.

Ted Cross was our speaker tonight giving us the ins and outs and advantages of 123 Ignition over conventional means.

Bruno also presented to Rob Belcourt the people's choice award in our photo competition of a B&W DS.

Christian Mair's entry was the committees choice.



QUESTIONS FOR 2CV BUYERS TO ASK

Graeme Dennes

The answers to the following questions may assist a prospective buyer to know and understand some of the details about a 2CV being offered for sale, to allow a general opinion to be formed on its suitability for your needs and to act as a starting point for possible further negotiations. View it as an initial checklist for discussion, whether the vehicle be local or afar. The points are not in any specific order.

1. To the seller: While we are having our discussions about the vehicle for a possible sale, if another person should contact you and also show an interest in the vehicle, would you give me first option to buy it?
2. Is there any rust or cracks in the chassis/body areas including floor pan, chassis, door pillars, body work, boot area, etc? (This ultimately should be verified in nature and extent by a physical inspection.)
3. If not, is this its original condition, or has rust been cut out and repaired?
4. Is the chassis the original or a replacement?
5. To your knowledge, has the vehicle previously been damaged in an accident?
6. What is the overall condition of the body panels? Paint work, dents, scratches, etc.
7. Are the doors, bonnet and boot fitting properly?
8. What is the year model of the vehicle?
9. Was it manufactured in left or right hand drive?
10. In what year was the vehicle imported into Australia?
11. What country was it imported from?
12. In which state and year was Australian compliance granted?
13. Does it have an Australian compliance plate fitted?
14. If so, what is the date of issue of the plate?
15. In which Australian state was it first registered and in what year?
16. What was the registration number?
17. Has the engine been rebuilt/changed?
18. In which year did you purchase the vehicle?
19. Did you have it registered in your name?
20. In what state was the vehicle last registered, and when did it expire (if it has)?
21. What is the current (or the last) registration number?
22. When was it last driven on a public road?
23. What is the estimate of total vehicle kilometres?
24. Is it driveable now?
25. In terms of reliability and safety, would the car be suitable for driving to Victoria on a temporary permit?

26. Was the previous owner living in Victoria when you bought it and do you know (approx.) how long he owned it?
27. Would you have any history of the vehicle's earlier owners, locations, dates, etc?
28. Are you selling the vehicle with any spare parts included?
29. What was the speedo reading (approx.) when you bought it?
30. Does the speedo show in kilometres or miles?
31. Does it have a 2CV4 or 2CV6 designator on the boot lid?
32. Re the speedo housing. Is it the wider, horizontal style, or the narrower, vertical style? (They had two styles.)
33. Does it have disc brakes or drum brakes at the front?
34. Who did the service work on the vehicle, and how often was that done?
35. Does the engine start and run?
36. Are the clutch and brakes operating ok?
37. Are there any known issues with the engine and the gearbox?
38. Is any maintenance or repair work needed to be done before the vehicle could be driven to a mechanic for the roadworthy?
39. How many seat belts are fitted, and are they lap or lap-sash?
40. How long have the tyres been on the car?
41. What is the condition of the hood?
42. Does it have its original owner's handbook and car jack and brace?
43. Could you advise me the VIN number and the engine number. I can determine a number of vehicle details from these, such as the engine capacity, horsepower, carburettor type, wheel rim size, electrical system details, etc. The VIN number will also assist with gaining vehicle information and history from the UK's vehicle database (if it was previously registered in UK).
44. Would you be prepared to allow a 2CV mechanic to inspect the vehicle?
45. If we did agree to proceed towards a sale (if the seller is in Victoria), would you be able to obtain the roadworthy certificate. I would pay for the inspection cost if we got to that point.
46. For transfer of ownership, registration in Victoria and transfer to the Club Permit Scheme, you will need:

A completed Victorian roadworthy certificate.

A signed and dated receipt from the seller, which states the seller's full name and address, his driver's licence number and state of issue, the purchase price paid, the date you purchased it, full vehicle details - the model, the year, colour, registration number if current or last registration number if known, the VIN and engine numbers, and your full name and address as the purchaser.

Make an appointment for a vehicle inspection with VicRoads, then take car and documents to VicRoads.

If transferring the vehicle directly to the Club Permit Scheme, obtain the Club Secretary's signature on the Club Permit application (after obtaining the application from VicRoads).



GETTING THE BEST PERFORMANCE FROM YOUR CAR-MOUNTED UHF CB RADIO

Graeme Dennes

C'mon, Baldrick. Let it out. What's all the fuss about then, eh?

The purpose of installing a car-mounted UHF CB radio is to enable communication with other vehicles. The radio needs to have a long transmission range and produce a clear signal. To achieve these *to the maximum extent possible*, the radio needs to perform *at the maximum extent possible*. This report advises how to achieve that. It also explains why problems occur with UHF CB radios. The report also discusses hand-held UHF CB radios and why these are inappropriate for in-car communications.

UHF CB radios are licensed by ACMA for use for personal communications. The Citizen Band Radio Service (CBRS) is a two-way, short distance communications service which operates in the 477MHz radio frequency band, meaning it (theoretically) only works with "line of sight" communications, ie, when the transmitting and receiving antennas have a clear, unobstructed "view" of each other. If a hill or building is between the sender and receiver, the signal won't get through. If your antenna can "see" a location or point, be it close-by or in the distance, your radio can potentially transmit to it. Therefore, antenna location and type have a huge influence on the performance of your car radio. If reception with a UHF CB car radio is somewhat sporadic and perhaps unreliable, it usually points to a problem with the mounting location of the antenna. A correctly installed system offers great convenience and enables communications with other vehicles in a group, other road users and possibly someone who can come to your aid, especially in remote regions.

Baldrick, who said there were signal quality issues? Remember, you're battling the master now!!

Well, I'll do m'best, m'lord. Go easy on me, though. I'm only a Baldrick.

Have you experienced problems with the radio transmissions from other cars? Some issues are caused by the quality of their radios, some are caused by weak transmitted signals resulting from their poor antenna locations, and some can be caused by their radio's 12V electrical connection point in their vehicles. As we normally don't hear our own transmissions, the owners may be totally unaware of the problems being experienced by others. Issues such as:

1. Distorted or heavily distorted voice.
2. Lack of clarity or intelligibility (difficulty in discerning some words or syllables).
3. The voice bears little resemblance to the voice of the person on the microphone (if you know them).
4. Squeals, whistles etc accompany the voice.
5. Background noise and hash almost smother the voice.

Have you experienced the following issues caused by another vehicle's antenna setup?

1. You can't receive *their* signal, but you can receive signals from other cars which may be further away. (Their antenna is being shielded by their car, ie, their car's body is between you and their antenna.)
2. Their signal sounds like they are 10Km away when they are only 100m away! (Again, this is caused by antenna shielding by their car.)

What are the issues with radios, Baldrick?

Most UHF CB radios today are generally reliable devices, and the better-quality radios usually have voice quality not too dissimilar to mobile phones, at least up to moderate ranges. Even so, not all radios have good voice quality. This is one of the trade-offs with the lower priced radios - voice quality is often sacrificed. Although there are good radios on the market, there are also poor-quality radios. The prices of UHF CB radios have fallen over the last several years, and often, by paying just a little more, you can buy much more quality in your car radio than ever before.

If you experience shortfalls in the operating range of your radio, it's most likely caused by a non-ideal mounting location of your antenna, although it could also be due to selecting the incorrect antenna for the task at hand. More follows. If you experience shortfalls in *your* transmitted voice quality, it can be caused by your radio, but it can also be caused by a poor antenna mounting location. These issues will need to be properly diagnosed.

For 2CV owners, the voice quality and clarity of the radio generally needs to be better than average because of the typical wind noise, road noise and engine noise we love to experience! Ah, bliss!

Bliss, m'lord?

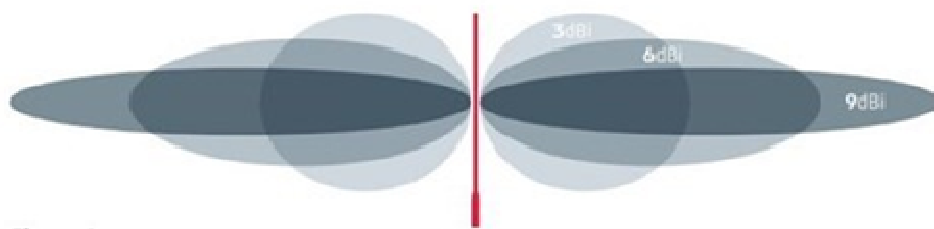
Look, you wouldn't understand.

Alright Balders, now tell me, how do we select the correct vehicle antenna?

Well, m'lord, here's the deal.

Vehicle-mounted antennas are available in a variety of gains and types. Depending on the application, there are various, sometimes conflicting, requirements to be met by an antenna to maximise the success of the radio installation for the intended use. This section aims to assist in understanding how an antenna's gain figure affects the performance of a car-mounted radio system. Gain refers to an antenna's ability to improve the transmitted and received signals. A common measurement of gain is the decibel (dB), and antenna gain is often expressed in decibels in comparison to an isotropic antenna, stated in units of dBi. (There's also other gain measurements.)

Let's look at some antenna radiation patterns and gain figures. Consider Diagram 1 below with the car's vertical antenna located in the centre of the diagram, and you are viewing the antenna from near the car. It shows three representative antenna radiation patterns which wrap around the antenna like a doughnut (3dBi pattern) to a flatter doughnut (6dBi pattern) to a very flat doughnut (9dBi pattern). A summary follows.



3dBi gain antenna: low gain, doughnut-shaped pattern. This antenna has a radiation pattern which extends well above and below the horizontal. It's less likely to be obstructed by hilly terrain, bushland and buildings. This is the best type for suburbia and rugged hilly areas. Its performance in the countryside or wide, open spaces is quite poor due to the short range of this antenna.

6dBi gain antenna: medium gain, flatter doughnut-shaped pattern. This antenna has a radiation pattern which extends somewhat above and below the horizontal. This means it is less likely to be obstructed by hills, trees or buildings, and is ideal in suburbia and the countryside for medium range communications. *This is the best all-round UHF CB antenna for your car*, and is the antenna recommended by the writer to suit most general activities.

9dBi gain antenna: high gain, very flat doughnut-shaped pattern. This antenna has a radiation pattern which is essentially horizontal. This means it provides the longest range in wide, open spaces. This makes it ideal for use in out-back areas where the terrain is quite flat and where there are few obstacles present to interfere with the signal path. Radiation above and below the horizontal is minimal, so its performance in suburbia and hilly country is quite poor.

Is that all there is to it, Baldrick?

Certainly not, m'lord.

To achieve maximum range and signal quality from your radio, select an antenna which is *ground-independent*. These antennas do not require a ground reference such as a metal roof or metal bonnet and may also be elevated on a base, frame or tube to further raise their height above ground.

The higher an antenna is above the ground, the greater is the range achieved.

Antenna mounting location is a compromise between the *best* location for maximising range and signal quality and the *available* locations on your vehicle. The best location is in the middle of the roof (well, maybe not for the 2CV!), but most owners won't want to drill a hole in their roof.

Ironically, poor antenna locations because of mounting compromises means that only a small percentage of users realise their radio's full potential, even with the most expensive equipment!

The antenna whip should be easily removable for storage, entering car parks, garages, etc.

Continued page 16



CHRISTMAS at Frog



Above: Lee Dennes and Bruno Tonizzo in Camberwell during our final year combining. Moloney was in the shadows, over seeing the pig cooked to perfection.

The day was bright and sunny, with a substantial crowd. We had to wait for a few members of the public going, but in the end, as usual, it was a great success.

FROG HOLLOW BBQ



charge of the flat top BBQ at Frog Hollow
ed get together with CCOCA. Peter
e spit rotisserie; a great little device and

stantial number of members from both clubs.
ublic to disappear before we could get
t success.



Use a mounting bracket to suit the antenna and the chosen mounting location on your car. Some brackets also allow the antenna to be folded down for entering garages, car parks, etc so it doesn't have to be removed or disassembled. Check out all the mounting options. There's a wide variety.

Your signal can also be shielded by vehicles travelling in front of or behind you, cutting down on your range when communicating with a vehicle at the front or rear of the group. This is a very real shielding issue, so mount your antenna at the maximum height possible to minimise this issue.

Well then, Baldrick, where should we mount the antenna?

Well, here goes, m'lord. The secret will now be out!

1. Always mount the antenna at the *highest* point on the vehicle to prevent radio frequency (RF) shielding caused by the vehicle's (metal) body. This provides a full 360 degrees of clear, unimpeded coverage, giving equal maximum range in all directions. Utopia!
2. Mount the antenna at true vertical, providing equal maximum range in all directions.

3. Is that all then Baldrick?

No, not yet, m'lord:

Generally, the best mounting location to maximise range and signal quality is in the middle of a metal roof as already noted, being that it's usually the highest point on a vehicle, but short of that, gutter mounting is next best. If you have a roof rack, that's even better. Mount it at the highest point of the roof rack such that the antenna's mounting point is elevated *above the maximum load height in the rack* so that RF shielding from the load does not occur.

4. There are some bad locations too, m'lord.

What? What are you dribbling about? There can't be?

The worst mounting locations for antennas are locations where the antenna *is being shielded horizontally by the body of the vehicle*, resulting in range and signal quality problems. Locations such as bull bars, bumper bars, bonnets, boots, mudguards, side panels, side mirrors and towing hitches are the *worst possible* antenna locations because of RF shielding. Vehicles using these mounting positions for their antennas are *guaranteed* to have range and signal quality shortfalls in comparison to optimally-mounted systems in a side-by-side contest with all other things being equal!

And why might this be? Because point 1 above is not being met. The biggest single cause of range and signal quality problems in vehicle UHF CB communications systems is the *poor mounting location of the antenna*. Full stop.

In summary, use a ground-independent antenna and mount it high. Way up high. Position the mounting base at the *highest point of the vehicle* to prevent RF shielding by the vehicle's body, roof rack or fitted attachments. Using a lower mounting point *will* compromise the radio's performance by creating range and signal quality issues.

Don't forget the PL-259 antenna cable connecting plug, Baldrick.

No, I certainly won't, m'lord.

After the antenna's coaxial cable has been cut to the required length for your car installation, ensure the PL-259 connecting plug is *correctly* fitted to the end of the coaxial cable for screwing into the antenna socket on the back of the radio. Incorrectly fitted plugs can play havoc with the operation, performance and reliability of your UHF CB radio system *and can damage the radio*. Always fit the plug by following the instructions provided by the antenna manufacturer. If in doubt, arrange for your antenna supplier to fit the plug to the cable.

What, we have two UHF CB standards Baldrick?

We certainly do, m'lord. The old 40-channel standard and the new 80-channel standard.

Ah, he thinks he can dazzle me...

The 80-channel standard was approved by Federal Government regulations in 2011 for the purpose of superseding the 40-channel standard. The regulations also specified that 40-channel radios could not be used after 30 June 2017. Only 80-channel radios could be used after that date. Following some fierce lobbying by groups, fleet managers, etc, the government revoked the 2017 deadline, giving the green light for radios of both standards to continue to be legally used within Australia.

←

The technical standards for Australia's UHF CB radios are set by ACMA. Our standards are unique to Australia and New Zealand. A UHF CB radio approved for use in Australia can be legally taken to and used in New Zealand, as was done during the RAID New Zealand 2018 event. However, radios designed to the standards set by other countries are not compatible with the Australian standards and cannot be legally used in Australia.

Balders, is there a problem in having both 40-channel and 80-channel UHF radio standards?

Yes indeed, m'lord. Australia's UHF CB radios (old and new standard) use frequency modulation. The old 40-channel standard uses 5KHz ("wide-band") frequency deviation and the new 80-channel standard uses 2.5KHz ("narrow-band") frequency deviation, and this difference results in an annoying, on-going operational incompatibility between the two radio standards. (BTW, this has nothing to do with fitting the additional 40 channels into the old 40-channel frequency band.)

Alright Baldrick. What's the problem?

Well, m'lord, we'll take a couple of examples. Consider you are using an old-standard 40-channel (5KHz deviation) radio, and you are listening to the transmissions sent by a new-standard 80-channel (2.5KHz deviation) radio. The volume level as received on your 40-channel radio will be quite soft, as though the sender is speaking very quietly or too far from the microphone. You may say to the sender, "Can you speak up. Your voice is very weak". Even if the sender speaks louder, it will not fix the low-volume problem on your 40-channel radio, so you may need to increase the volume level so you can adequately hear the 80-channel caller.

Now we'll reverse the situation. Consider you are using a new-standard 80-channel (2.5KHz deviation) radio, and you're listening to a signal sent from a 40-channel unit (5KHz deviation). The volume level as received by your 80-channel radio may be very loud and very heavily distorted, as though the sender is shouting into the microphone. You may say to the sender, "Can you speak softer. Your voice is heavily distorted". The sender may speak quieter and that may assist the 80-channel listeners, but it doesn't fix the problem for other 40-channel listeners, who may then need to increase their volumes to hear the 40-channel radio!

Then, when two 40-channel radios communicate with each other, both will need to turn down their volumes! It's a no-win situation for either standard, all because we have two different UHF CB standards in current use in Australia. It becomes a pain in the proverbial when you have to constantly adjust the volume to compensate when the two different radio standards are being used in a conversation. Note: hand-held and car-mounted radios are identically affected by this issue.

The people most affected by this incompatibility issue are groups which have members still using the old 40-channel radios, such as car clubs.

Will 40-channel radios be shut down in the future? I don't know. If they are, it will finally bring an end to the very annoying incompatibility issue discussed above. However, there is another reality when 40- and 80-channel radios are being used in a group, and that is the increase in channel congestion. That's when you're unable to find an unused channel in the lower 40-channels on which to conduct your communications. Channel congestion is going to worsen over time for all users, so moving from a 40-channel radio to an 80-channel radio more than doubles the available (unallocated) channels, giving a better chance of finding an unused channel for the group.

However, there is an answer to this, m'lord.

Ab, he still thinks he knows everything...

Replace the old 40-channel radios with modern 80-channel units. If all UHF CB radios were of the 80-channel type, the incompatibility problem discussed above would not exist. Further, 40-channel radios never had the development impetus that occurred for the 80-channel units. Remember, the 40-channel units were scheduled to meet their demise in 2017, so their development was arrested from 2011 after the announcement of the new 80-channel standard. Much smarter technology was put into the 80-channel radios, being that it was *the* new standard, and being that manufacturers sought to maximise their commercial opportunities through good technical innovation. By and large, they were very successful, and we now have the benefits of their endeavours in our modern 80-channel radios, which are equal best in the world. There's none better!

There are also some basic microphone and etiquette tips, m'lord.

Look, you can't know everything... Oh alright, go on then.

To ensure *your* radio transmissions provide the best possible quality for [your](#) listeners, follow these simple tips:

1. Before speaking, bring the microphone right up to your lips. *While it is touching the lips*, speak your message. (UHF CB radios are designed for microphones to be used this way.)
2. Speak clearly. Don't speak quickly, and definitely *don't speak loudly!*
3. Hold down the microphone button for one second (not less!) *before speaking* to ensure the start of your message is not lost.
4. Always listen for several seconds before transmitting to ensure the channel is not in use by other persons already engaged in a conversation. This helps avoid people talking over each other which not only breaks up the messages but leads to unpleasant squawking sounds which can be quite annoying to everyone listening.

12V Vehicle Power Connection for the Radio:

Run a dedicated 12V power lead pair *directly* from the radio's power connector to the battery posts, so the radio sources its power *directly* from the battery. Do not share this power wiring with other equipment in the car. Use a cable with a copper conductor diameter of at least 1.5 mm per wire.

Using hand-held radios in cars? Come on Baldrick, why can't we? Surely we can try?

Whilst a small hand-held CB radio might be convenient, don't be fooled into thinking it's all you need. When compared to car-mounted radios, hand-held radios normally have one fundamental limitation, but they can have two. Firstly, they usually have a physically shorter antenna (for ease of portability, handling and use), and because of this, the antenna gain will be less than that provided by a vehicle-mounted antenna. This directly translates to a reduction in range when compared to the vehicle-mounted radio, all other things being equal.

The smallest units generally only cover a range of maybe a kilometre at best, and that greatly depends on the conditions. Having said that, in recent years, hand-held models have improved and you can now buy 0.5 watt to 5 watt units. Five watts is the maximum legal output power, and this power does provide slightly better range, but they are still heavily constrained by the short antenna. If the power level is less than 5W, hand-held radios are even further handicapped in range. Hand-held radios can never provide the performance (range and signal quality) of optimally-mounted car radios. What's more, they weren't designed to!

Another issue. If you use a hand-held radio from inside your car while travelling with a group using car-mounted radios, the signal from your hand-held radio will usually be the first signal to "disappear" from the airwaves as the distance opens up. This is because of the high RF shielding of your signal by the metal body of your car you're travelling in – even if you have a 5W radio. The car's metal body is "killing" the signal. The rest of the group may stop hearing your transmissions and you'll stop hearing theirs. You could even be travelling in the centre of the group, yet this "cone of silence" may follow you! Yep, you'll be incommunicado! Meanwhile the rest of the group may still have communications between themselves, discussing where the next coffee stop is and where the lunch stop will be! You may be surprised at just how quickly this happens to you and just how long the silence continues, and it can happen to you even when you have clear line-of-sight to other vehicles! For example, I've lost contact with the signal from a hand-held radio in a car which was three hundred metres in front of me in clear line of sight. We couldn't talk or listen to each other.

Then there's the issue of battery life. Hand-held radios eventually need to have their batteries recharged or replaced. The 5W units take a fair amount of battery power to operate and their batteries will need to be recharged or replaced more often. At lower transmission powers, the batteries will last a little longer, but still only for a certain amount of use.

There is just a little light at the end of the tunnel, m'lord.

There can be a small reprieve. Some hand-held radios have the option of using an external antenna, so if your car has a car-mounted antenna fitted per the guidelines in this report, you may achieve *some* of the benefits of a car-mounted radio by connecting the hand-held radio to the car's antenna, but keeping the following two points very much in mind:

1. The hand-held radio, with its purpose-designed smaller antenna, is designed for shorter range communications. Because of this, the receiver's sensitivity specification may not be as good as that provided by the standard car-mounted radio which has been designed for longer range communications. The reduced sensitivity of the hand-held radio translates to a reduction in the operating range compared to the car-mounted radio.
2. For the external antenna option to have any chance of success with the other car-mounted radios in the group, the hand-held unit would need to be operating at the 5W power level to match the transmitted power of the standard car radio. If its maximum power is less than 5W, the chance of successful communication is small, as already discussed.

←

To conclude, hand-held radios are the *perfect* tool for communications for on-foot activities such as bushwalking, camping, building sites, etc for when you need communications within a group. They also generally work well in the marine environment for boat-to-boat and boat-to-shore communications over water. However, as discussed above, so much goes against hand-held radios when they're used within a car, making them a relatively inefficient and ineffective communication device in comparison to an optimally installed car system. What we may *require* of them and what we actually *achieve* with them are two very different things! Further, don't put too much store in planning to use a hand-held radio in your car for communications in emergencies. Its range will *always* be less than the car system, *so it may not do the job in the situation*. Added to this is that 5W hand-held radios are typically 50% higher in cost than car-mounted radios, so in comparison, you pay a lot more for them and you get a lot less performance. In a nutshell? Hand-held radios are good for on-foot or on-water activities, but not for on-road activities.

A final summary, m'lord:

Doesn't he know it's my turn now? Alright, go ahead?

The purpose of this report is to inform car owners about some of the pitfalls involved with the installation of car-mounted UHF CB radios and the steps to take to ensure the best-possible range and signal quality outcomes are achieved. By following the information and guidelines herein, you'll always produce the strongest-possible and clearest-possible signal for others to receive, and you'll always have the longest-possible communication range. You'll have the very best of the vehicle-mounted UHF CB systems on the planet! There's none better. Utopia!

PROVIDING A STARTING POINT

Let me suggest a couple of suitable equipment options, m'lord.

Yes, alright then.

The following two products are suggested as a starting point for your research and shopping. I have no association with the retailers or the manufacturers and offer the products in good faith as the exact products I would buy for myself today. They are modern, high-performing, well-manufactured products from long-standing manufacturers. Talk to your UHF CB retailer about these or similar products.



Photo 1:

UHF CB car radio: Uniden UH5000 NB

This is a very compact, very well-engineered, state-of-the-art radio with many practical and useful features. There's various models in the range.

Manufacturer: <https://uniden.com.au/product/uh5000/>

An example of a local supplier of this radio is:

<http://www.gadgetcity.com.au/uniden-uh5000-nb-80-channel-5w-uhf-radio-for-trucks-cars-4wd-p-3563.html?zenid=aef711748b3be6a265e755c7f9f604fa>



Photo 2:

UHF CB car radio antenna:

Radio Frequency Industries CD63-71-55

This is a state-of-the-art antenna. Easily removed. Exceptionally well engineered. I know of none better.

Manufacturer:

<https://www.rfiwireless.com.au/mobile-products/citizens-band-mobile/uhf-cb-477mhz-mopole-antenna-mbc-mount-c-w-cable-connectors.html#.Xctb8NVS9PY>

An example of a local supplier of this antenna is:

<https://buya2wayradio.com.au/RFI-CD63-71-55-UHF-CB-ANTENNA>

An item of interest in the above photo: Because of the antenna's mounting location (on the bulbar), the owner will experience range and clarity problems because of shielding by the vehicle!



Club Permit Scheme

For cars manufactured after 1948

CPS RENEWAL

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.

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.

Winners of the CCCV 2019 Photo Comp



ABOVE. Popular choice: Robert Belcourt



ABOVE. Committee winner: Christian Mair,

This image was also featured on the front cover of the July 2013 CCCV Newsletter.

At our November club night, the committee advised members of their selection for winner of our inaugural photo competition.

Prior to that all images were laid out on the table for members to peruse, and make their choice for the popular vote.

The vote were cast into a small box and quantities tallied.

The winner chosen by the committee was taken in a small Paris street by Christian Mair.

The popular choice by a clear margin was a black & white image by Robert Belcourt.

A close runner-up was of a river crossing in a red 2CV by Dave Rogers.

The general consensus all round, that this was a good bit of fun.



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



1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

Brief: Dover to Barcelona 'on a single tank of fuel'

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WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

FUEL – 2.7 litres /100 Km (Guiness Book of Records)

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TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: ahepburn@internode.on.net

Click on the link below to see photos.

[AXGTi for sale!](#)



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



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



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

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