



THE

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

November 2020

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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



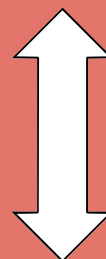
BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

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

Distance from Bendigo

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

Booking Sheets



Pages

20-21

CIT-IN BOOKING REFUND POLICY

We don't know the maximum numbers that we will be permitted to have there because of the Corona Virus. This means we will cut off registrations on a first come, first served basis when we have this information to hand and refund those that did not register as early as others.

REGISTER EARLY TO AVOID DISSAPPOINTMENT



This is my first letter as president of the club, and I thank members for the honour of undertaking this role over the next 12 months. I will do my best to ensure we make the club as rewarding for members as I can.

First, welcome to our first online only version of our monthly newsletter. As we explained at the Annual

General Meeting, the costs of printing and postage for the hard copy letters has become a significant expense for the club, leaving us with the option of increasing subscriptions for the first time in some years or reducing the number of hard copy issues we send out to members who have elected to have a hard copy. The go forward plan is to have six hard copy issues and five online issues each year. We welcome member feedback in relation to this decision and we can always modify it if strong feedback is received that requires change.

The good news is that it looks like the government has been successful in getting the COVID 19 numbers down and we can look forward to a significant opening up of the state in the coming weeks. Notwithstanding this, there will continue to be constraints on our ability to resume certain club activities, most notably the monthly club meetings. We will resume activities as soon as it is safe to do so. In the meantime, the environment is opening up, which may allow us to run some open-air events as the weather improves. First off is a plan to organize several drive days with BYO lunches in open areas such as parks and reserves. In that way we can manage numbers attending by breaking into two groups if needed. It will be an opportunity to catch up with one another and give our wonderful cars a much needed run. I will send an email out to members as soon as we are ready to go on that front. Because they will be weather dependent, the notice will be less than 7 days but I'm sure your will understand the logic of doing it this way. Any suggestions for venues will be welcome and can be emailed to me for action by the committee.

FRONT PAGE

The editor's C4 Coupe resting while images are taken of the Canola crop.

BACK COVER

More favourite cars of Citroenvie

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Factory 2, 8 Enterprise Avenue; Berwick.
berwick@snap.com.au*



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

Another reminder about the Bendigo Cit-In next year. We are more confident than ever that this will go ahead. What we don't know yet is maximum numbers we will be permitted to have there.

This means we will cut off registrations on a first come, first served basis when we have this information to hand and refund those that did not register as early as others. So please, if you would like to spend time with many of your old friends, or meet new ones, register early. Our editor has included our refund policy in the newsletter.

Finally, a huge thankyou to our committee members and other officers who have once again put up their hands to serve another term supporting our great club or have joined the committee (thankyou Haydn). Their contribution is what makes the club such a great success. They are:

President – Peter Moloney
Vice President – Bruno Tonizzo
Secretary – Michael Faulks
Treasurer – Peter Moloney
Editor – Brian James
Events – Dave Rogers
Club Shop – Wolfgang Siem
General Committee – Haydn Kelvy
Non Committee Positions:
Membership – John Wyers
Website Admin – Tom Grucza
CPS Secretaries:
Tom Grucza
Peter Moloney
Bruno Tonizzo
Ferdie Saliba
Dave Rogers

I look forward to seeing you all again soon

Peter Moloney.

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: Allen Miles, Jordan Daniels, Brett Lewis and Paul Parry. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is now \$14-00 per litre as at 9/7/20 (see p/27 for your closest rep)

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

Events Calendar	2020	Draft Activities Program	2020
June	18 Club night—Jon Faine	Aug	16 Daylesford Pub Run 18 Club night
July	16 Club night 17-18 Bastille Day Federation Sq. 19 Bastille Day-French Community.	Sep	20 Club night 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.		Oct	4 French Car Festival
<p>Monthly 1st- <u>Chit-Chat Tuesday</u>, Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (ctn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat. Now operating again as a low key event with social distancing.</p> <p>For more details on club events contact : Dave Rogers..</p> <p>VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator) Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.</p>			
NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED UNTIL FURTHER NOTICE			

CCCV Club Advice Line

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

Forthcoming Club Events

CITIN 2021 PROGRAM

CIT-IN April 2021

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

Friday 2 April

Registration at All Seasons Resort, 171 McIvor Highway, Bendigo 3pm – 6pm

Welcome reception including generous supper 6pm – 10pm

Saturday 3 April

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

Spit-roast dinner with country theme.

Sunday 4 April

Observation run visiting historic towns in the region, Picnic lunch

Formal dinner at All Seasons Resort.

Monday 5 April

Full buffet breakfast at All Seasons Resort
Farewell

Cost (per person)

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

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

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

Age 5 –18yrs 50%

See tour details in the September issue.



POST BENDIGO CIT-IN RUN 2021

Central Victoria and Western District Tour

Monday 5th April to Thursday 15th April

TOURING ROUTE:

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

ENTRY FEE:

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

ACCOMMODATION/EXPENSES:

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

BOOKINGS:

Available from: Expressions of interest will be taken now.

To brianjamesphotography@bigpond.com. With POSTCI-IN in the subject line.

BOOKINGS CLOSE:

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

ENQUIRIES/EXPRESSION OF INTEREST:

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

LIFE IS LIKE A CAMERA



FOCUS ON WHAT'S IMPORTANT
CAPTURE THE GOOD TIMES
DEVELOP FROM THE NEGATIVES
AND IF THINGS DON'T WORK OUT
TAKE ANOTHER SHOT

WANTED

ASSISTANT/BACKUP/EMERGENCY EDITOR

The CCCV Committee feels it would be advisable to have backup for a number of positions, and so we are asking anyone who would like to be an emergency editor to contact the editor via:

photoimage2001@yahoo.com.au

We use MS Publisher, so if you can use MS Word then with a little help, MS Publisher is a doodle.

If you don't already know, you will be shown how to make a PDF for printing and one for the web using a simple free program.

How to upload to the printer.

How to upload to the Club website each month.

How to upload to the National Library in Canberra each month.



I can assure you this is a most rewarding position.

4 hacks to make tyre change easier

[CarWale Team](#)

August 23, 2017,

4 hacks to make tyre change easier

Change your car tyre and getting your hands dirty is inevitable if you own a car and drive it yourself. Even then, there are many car drivers who do not know the right procedure to change the tyre which makes it a pain more often than not. So, we at Carwale take you through four easy-to-understand steps for changing tyres so that you will not have to sweat it out too much in the sun.

1. Remove the spare tyre when you take out the jack and spanner –

We generally start loosening the wheel bolts before we take the spare tyre out and jack the car. While it is not wrong, it is a little bit difficult to pull the tyre out of the boot with sweaty or frozen palms. Also, while you are jacking up the car, it is always safer to place the spare tyre under the car's running boards as a precaution, in case the jack slips.



2. Mount the jack at the marked point –



New cars have marked points where you need to mount the jack to make sure there are no mishaps. In case you cannot identify the marker, the thumb rule is to mount it on the crimp near the sides on the underbody, closer to the wheel that you need to change. Also, while you mount the jack, make sure the surface is flat and hard or the jack may slip or sink under weight.

3. Loosen wheel bolts before you jack the car up –

Wheel bolts have to be tightened hard and hence unscrewing them takes serious effort. When the car is on ground, you can even stand on the spanner to loosen the bolts and it is not really safe to do so when the car is jacked up. After initial loosening of the bolts, jack the car up and then remove the bolts.



4. Lift the car till the wheel is completely off the ground –



Generally, when you jack up the car, the deflated tyre goes off the ground and can be removed easily. But an inflated tyre wouldn't slide into place so easily because of its larger diameter. Instead, if you jack up the car enough to slide two fingers underneath, the inflated tyre will slide in unhindered.

Make sure you tighten the bolts after you get the

car off the jack, so you can tighten them hard enough and do it safely. Also, do not forget to mount the spare wheel as well as the jack and spanners back to their designated place and secure them. When changing your tire at night, remember to unfold the reflector and place it on the road 20 feet before your car to warn oncoming traffic. Make sure you park your car on the shoulder and put on hazard lights.

6 Warning Signs that you need to Change your Car Tyres

As with any product which has a shelf life, [tyres](#) too get old and tired after considerable use. Worn out tyres, if used can often prove catastrophic on the roads because they can cause cars to spiral out of control. Also tyres not performing optimally and which should have been retired from service also increase the chances of getting stranded in the middle of nowhere. It is important to continually check the [safety of your car](#) and tyres, especially in winter conditions.

While having a spare tyre does help sometimes, overall the risks of using tyres that are way past their 'usability' period are high. Therefore, it is always good to know when your tyres need to be changed.

the recommended tread depth. You can also measure your tyre tread depth by conducting the test.

When the tread depth is less than 1/16th of an inch, these indicators show up. When the tread wear bars are visible in two or three different areas on the tyre, especially less than 120 degrees apart on the circumference, it suggests that your tyres need an immediate replacement.

In the UK, driving on tyres below the recommended tread depth is an offence for which you can be prosecuted. Keep on the right side of the law!



2. Cracks on the Sidewall

No matter how expensive your tyre is, the day you notice those damaging cracks on the sidewall, you should start contemplating about purchasing new tyres. Cracks on the sidewall occur because over time the oils and chemicals in the rubber compound, that so long kept the tyre intact, gradually evaporate or break down due to over exposure to UV rays of the sun. Also over time, the rubber loses its tightness and cracks begin to appear.

Cracks on the sidewall indicate that the tread is now drying out and giving way.

And frankly, it is no rocket science. Your tyres themselves will give you those tell-tale signs that it is time to bid them adieu! You just need to be able to recognize these warning signs. Here are 6 of them.

1. Reduced Tread depth

One of the foremost indicators that your tyre is now ready to be dumped is when it loses its tread depth. Frankly, many people do not even know what the tyre tread is, let alone understand what is tread depth measurement. If you belong to this group, read the next sentence extra carefully. Maintaining the recommended tread depth on your tyre is important because loss of tread depth reduces grip and traction on the roads, and eventually compromises safety while driving.

How to Measure Tyre Tread Depth

Keeping a tab on the tread wear indicator which is built into the tyre is a good way to measure the tread depth. These tread wear bars are generally invisible, but can be seen when the tyre has worn down beyond

Driving with cracks on the sidewall could also result in the tread separating mid way or it might result in a possible blowout while on the move.

3. Blisters and Slits

A sure shot way to know that your tyre is now in the last phase of its life cycle is when you discover slits, bulges, blisters or even holes on the tyre surface. Fissures and slits are dangerous because let the air in the tyre escape, causing the tyre to deflate naturally. Even if you cannot detect the leaks yourself, but you feel that the tyre is losing air, it's time you took the tyre for a professional check-up at the local service station.

4. Vibration

When you notice too much vibration in your tyres while driving, it most likely indicates an alignment and/or balancing issue. Excessive tyre vibration is not only tiresome, but can also impair driver judgement significantly and cause accidents. If vibration is left unattended to over a long period, tyres sustain excessive and uneven wear resulting in premature removal.

Though tyre vibration per se, does not indicate that the tyres need to be changed, it is best to investigate the matter and get it resolved.

5. Weird Noises

When tyres produce those weird noises, it suggests that they are crying out for help! As dramatic as this may sound, this is the truth about tyres. They too know when to make the right noises, which however unfortunately often go unchecked and even unnoticed!

A tyre which is whining, thumping and even getting squeaky, is actually shouting out for a change. These noises are also an indicator that the tyres are not aligned properly, or that its tread has been damaged. So, next time you hear those uncomfortable noises, check the wheel alignment and if needed, get those tyres replaced.

6. Tyre Age

Ideally by 5 years a tyre begins to show signs of serious wear and surface damage. Its chemical structure begins to deteriorate during this time, which affects the performance of the tyre.

Always check the manufacturing date of tyres when you buy. This date is usually a four digit number mentioned on the sidewall. The first two numbers indicate the week when the tyre was manufactured, while the remaining two digits indicate the year of manufacture.

Checking for these cautionary signs at least fortnightly could save you investing extra time and effort in repair, and most importantly could avert a serious accident from occurring. If you enjoyed this article make sure you keep checking our [blog](#) section, where you can read a number of our other blog posts such as the [ten fastest cars in the world](#) or our [Top Gear](#) debate.



10 Nov 2016



Mike Bourne





Lemon-aid

Introduction

Lemon Laws 4 Aus (LL4A) is a lobby group founded by Connie Cicchini. The lobby group was established because of Ms Cicchini's and many other car owners' frustrations trying to get a remedy of repair, replacement or refund for a new motor vehicle with major problems.

Even though products sold within Australia are required to be of 'merchantable quality' or 'acceptable quality' these terms and definitions within the previous Trade Practices Act (TPA) and current Australian Consumer Laws (ACL) are regularly disputed between the supplier and the customer. Because of the lack of clear definitions for these terms related to 'quality', it is either difficult or impossible for many consumers who acquired a problematic new motor vehicle to get a refund or a replacement.

What is a 'lemon'? The definition of a 'lemon' is a car (often new) that is found to be defective only after its purchase. Any motor vehicle with numerous, severe defects that reoccur after multiple repair attempts is such and the term 'lemon' can also extend to any product with flaws too great or severe to serve its purpose.

Consumer experiences

Ms Cicchini purchased a brand new Alfa Romeo 147 in 2009. During the three year manufacturer's warranty period the vehicle had been back to the dealership approximately twenty times and had spent over 160 days in the workshop.

Ms Cicchini had made numerous calls and had sent hundreds of emails to the dealership. She had even sent emails to the importer, manufacturer in Italy and the International CEO of Fiat Chrysler Automobiles in attempts to get a satisfactory resolution.

After receiving an extended one year manufacturer's warranty, it was apparent that the Alfa Romeo 147 could not be repaired as some issues present during the original warranty period were still present when the extended manufacturer's warranty had expired.

As the Dealership would not refund or replace the vehicle, Ms Cicchini had no option but take the matter further. She was not in a financial position to take up a costly legal battle through the Queensland Courts so instead lodged a complaint against the Dealership with the Queensland Civil and Administrative Tribunal (QCAT) in May 2013.

The associated costs to purchase the vehicle was approximately \$40,000 and Ms Cicchini had to reduce her claim to \$25,000 so the matter could be heard within the jurisdiction of the Tribunal. The matter had been going backwards and forwards at QCAT for over two years and had continued to burden Ms Cicchini both financially and emotionally especially when she had to also appeal a decision. The appeal process found the Adjudicator had erred in referring to the ACL rather than the TPA. The vehicle was purchased in 2009 so the Trade Practices Act was the relevant applicable legislation for this particular dispute. In the outcome of recent investigations by the Australian Competition and Consumer Commission (ACCC) into consumer guarantee complaints, vehicle faults and the inadequate handling of customer complaints by Fiat Chrysler Automobiles (FCA) and its dealerships (Ref: Attachment 1) it is apparent that there is a necessity for laws to better protect the Australian Consumer. Volkswagen Group (VWG) is currently under investigation by the ACCC for the potential consumer and competition detriment from their alleged conduct for possible use of 'defeat devices' in Australia (Ref: Attachment 2). It is important to note that Consumer Guarantee concerns are not limited only to vehicles supplied by FCA and VWG. Lemon Laws 4 Aus has received numerous complaints and comments via their social media page from disgruntled consumers who have purchased other makes of vehicles that have turned out to be problematic and who have not received a satisfactory resolution under the Australian Consumer Guarantees or Statutory Warranties. There are also a number of other social media pages dedicated to consumer concerns such as Destroy My Jeep, Lemon Vehicles in Aus, Lemon Caravans in Aus, Fix our Ford Focus & Fiestas!!, Destroy My Ford, VW Issues Australia, My Holden Captiva is Crap, My Audi is a Lemon, Teggy - I Made a Mistake I Bought a Lemon, Tank My Lemon and John Cadogan (Auto Expert) which report and/or comment on their experiences with the motor industry and faulty new cars

ED: The full report can be seen at the following website:

<https://consumerlaw.gov.au/sites/consumer/files/2016/12/Lemon-Laws-4-Aus.pdf>

MY 2CV EXP



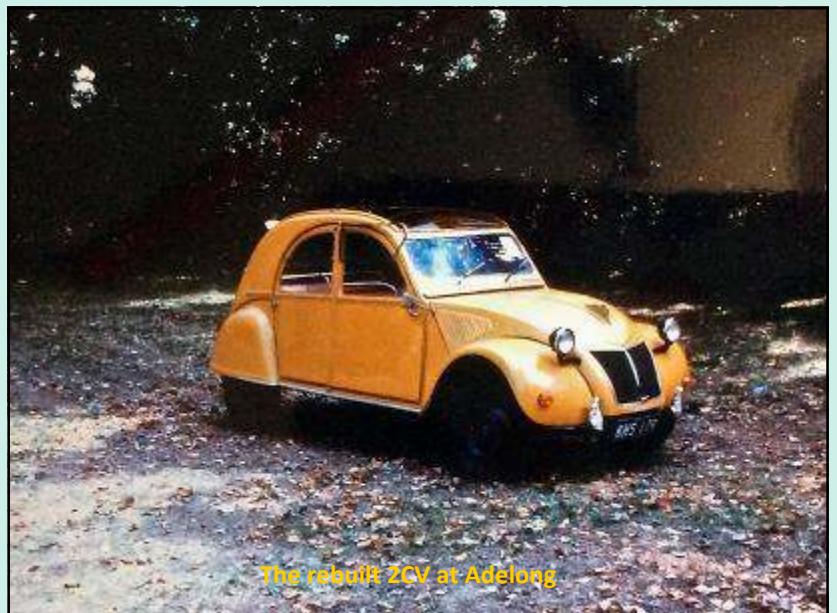
Motorkhana at the 2nd Adelong

I drove my first 2CV to the 2nd CITIN at Adelong with my good friend Ian Dent and yes he was a very tall person. It was an interesting run to Adelong. The previous owner had rebuilt the 2CV's engine using pistons from another type of car. No GOOGLE then, you just did the best with what you had. Unfortunately the pistons used were too big and when the engine got hot it would seize up. To solve the problem I drilled a hole in one of the engine's cooling fins and in-

serted a thermocouple. The voltage generated was measured on a voltmeter on the dashboard. To calibrate it I put a red line on the meter scale to indicate when the engine was about to seize.

Problem solved. One just pulled to the side of the road and let the engine cool down, have a smoke then continue on your journey.

Before Adelong the 2CV was involved in a major car accident. The car was ripped apart and Dee and I were thrown out of the car and onto the road. An ambulance took us to the Alfred Hospital for observation. When I came to I did not know who I was, or what I did for a living. Dee filled me in and explained that she was my wife. I am eternally grateful that she did not just quietly leave the hospital.



The rebuilt 2CV at Adelong

EXPERIENCE

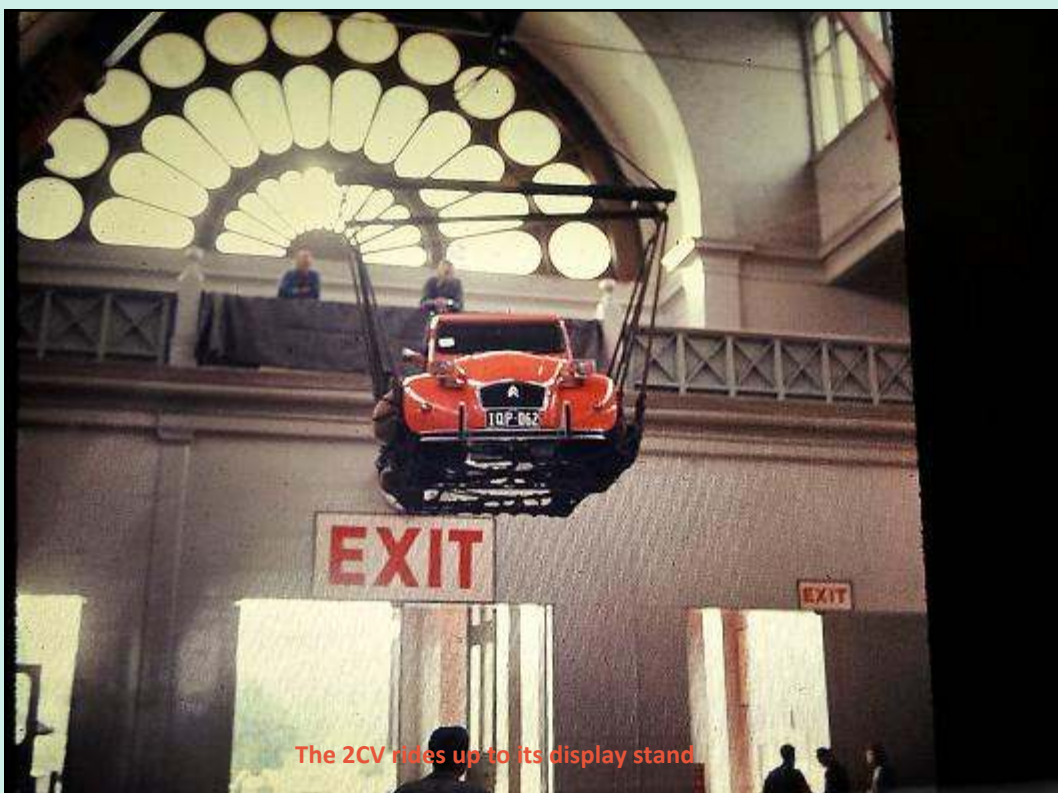
I rebuilt the 2CV by blending it with two other 2CVs. I also purchased a clapped out 2CV van from a farm that had been chopped down to become a ute.

When we brought back our new 2CV in 1976 there was no longer a need for all the bits that I had accumulated. I gave them away in one great trailer load, what joy. I sold the original 2CV and after it had passed through various owners it ended up in the good hands of John and Elizabeth of South Australia. They are restoring it back to good health.

Our new 2CV6, was one of the first modern 2CVs to be imported back into Australia. David Gries was a great help working with us to negotiate the import maze, no easy task. What joy when I screwed on the new Victorian number plates.



2CV parts to suit handy man/woman



The 2CV rides up to its display stand

The CCCV car club organized the displaying of the 2CV6 at the 1977 Melbourne motor show at the Exhibition buildings. The car had to be lifted up to its display stand on the mezzanine floor by a crane. The greatest joy that our 2CVs have given us over the years is in introducing us to our many good friends in the world of Citroens.

Don Scutt.

Minutes of the AOMC M – Z Delegates Meeting held via zoom.

Monday October 12th, 2020

Meeting opened by facilitator Keith Mortimer at 7.30pm.

There were 35 delegates in attendance representing 32 clubs

Presidents Report: Iain Ross welcomed everyone attending, and especially John Lewis from VicRoads. He noted that this is the third delegates zoom meeting to be held, with clubs split into 3 cohorts. Country Clubs, Metro clubs A to L, and Metro Clubs M – Z. These may need to continue for some time, as it is unsure when in person delegates meetings can be held again.

Nothing much has been happening due to the current lockdown, the movement is at a standstill at present and even events in the early part of next year are looking in doubt. The AOMC has still been functioning to represent clubs and keep them informed. All information has been sent out to clubs when received, and we are attempting to keep in touch with clubs as best we can via emails and the News Bulletins we send out.

RACV: Daryl Meek is leaving the organisation and the Motoring Interests department is being disbanded, leaving future support of the movement in doubt.

John Johnson (Volvo CC) remarked that this could put Australia Day in jeopardy. Iain responded that it looks in doubt, not sure what is happening.

Treasurer In the treasurer's absence, Howard Billing reported that as at 31/8/2020, the AOMC has \$178,230.46 in its cash accounts. Rent on the office has been reduced by the landlord. Income has been reduced due to lack of ability to run car shows (our major fundraiser) and being unable to conduct Engine Number searches. Invoices for membership renewals are going out at present, with a discount on membership this year.

Engine Number Records Service: This facility has been closed during the lockdown. 20 current applications are being held over until the records can be accessed again.

VicRoads/CPS & Guest Speaker: Iain Ross introduced **John Lewis from VicRoads.**

John started by pointing out that Road Safety Regulations are reviewed every 10 years. There will be some changes in October and more next year. There is not much foreseen to changes in the club Permit Scheme regulations, unless money becomes available to transfer the CPS database to the main database. Changes are as follows:

- Formalising the disallowing of commercial use of CPS vehicles. VicRoads will take strong action on this in the future. There has been complaints about CPS vehicles being used for reward in weddings and gardening services.

-

Due to issues with production, a fee for first issue plates for permit vehicles will be introduced. Plates for Vintage will be at half cost, as only 1 plate is issued. Cost will be \$38.10 (\$19 Vintage).

VicRoads will have the power to issue permits with conditions. For example, vehicles without lights will not be allowed to operate at night, and vehicles with steel wheels will have restricted road use.

The introduction of Slim Line Plates for CPS vehicles. They will be in the same number series as the club permit plates, and will be issued on a next out of the box basis. Still working on the processes, and may be able to offer replacement plates (same number as full reg). They are still undergoing camera testing. They failed first time around and police will not approve them until they pass the test.

Reassignment of deceased permit holder's permit to surviving spouse. This has been happening even

though not in the regulations, but will now be recognised in the regulations.

Renewing Club Permit online has been introduced. To do this you need to have a myvicroads account. Signatures are still required and log book issued, but payment can be made online. System can also allow for signatures to be provided online as well.

Change of eligibility requirement from financial member to member. This was done because VicRoads were being used as a debt collector for clubs. It is still up to the club to determine if permit holder is a member or not.

- There will be an obligation on CPS holders to notify within 14 days of any changes of details (address, etc.)

An email has been sent out to all clubs detailing these changes.

Questions from the floor:

Warwick Truepenny (Norton Owners Club) noted that the model rules state that if membership is not paid within a certain time they become a non-member. He also asked about the status of life members. John Lewis (JL) responded that it is up to the clubs to decide on membership status.

Andrew McDougall (Veteran CC) asked if there was any thought to doing away with the paper windscreen labels, as in open veteran vehicles they are easily spoiled when they get wet. JL responded that there has been some debate about the retention of labels, but they will continue to use them as the feeling is that CPS holders prefer to retain them. He will take on board the issue with paper labels being easily damaged.


Andrew referred to taking part in single and twin veteran runs from Perth to Sydney and from Adelaide to Darwin. On these runs he used a flashing illuminated light on the back of his vehicle to warn fast approaching traffic from the rear that there was a slow moving hazard ahead. Whilst on these runs, mixing with big trucks and road trains, he received lots of compliments from passing truck drivers who appreciated the warning. He is looking to recommend it be allowed for slow moving vehicles in Victoria. JL responded that he has spoken to compliance engineers on this issue, and they do not support anything apart from standard lights on vehicles, as they consider it would cause confusion.

Iain Ross suggested that the best thing is to show the engineers what is happening on the road with slow moving vehicles. JL added that he is happy to continue the discussion.

Terry Roche (Triumph CC) asked why when initial CPS registration is applied for, a scrutineer's signature as well as RWC are required when the RWC should be sufficient. JL responded that VicRoads want clubs to take responsibility for safety and eligibility for the scheme.

Terry asked what would happen if a vehicle that a scrutineer has signed off for is involved in a fatal accident. JL responded that the evidence of safety is the RWC.

Carl Jones (Mercedes Benz Club Vic.) thanked John and VicRoads for the scheme. With the eventual amalgamation of the database, could black and white plates be available for CPS vehicles. JL responded that CPS vehicles need to be readily identifiable on the road, particularly to monitor commercial use and log book compliance.

Continues on page 18-19. 

OUR FAVOURITE CITROËN



WIRTE CARS ENVIE



Gareth Walker (RS Owners Club) reported that in his club there has been a lot of problems when CPS holders change address, and subsequently renewals do not arrive at new address. JL responded that the issue with over the counter renewals and changes is that because the CPS database is separate and needs updating independently this is sometimes overlooked. VicRoads have now introduced an electronic renewal system through myvicroads which can be used to change details such as addresses. You can also check your details including which vehicles are registered under your name.

Rod Amos (Vintage Sports Car Club) queried the use of electronic renewals and the need for signatures on the renewals. JL responded that you still need to upload club endorsement of your renewal. This can be done by scanning the signed documents and this can then be uploaded onto the electronic system. Several delegates reported that they have used the system and have found that it worked well.

John Johnson (Volvo CC) asked if with deceased estate transfer of permits to spouse, could this be extended to include sons and daughters. JL responded that no, it cannot be extended to other family members. It has merely been brought into line with the situation with full registration and is in place because spouses are considered to be joint owners of a vehicle. If transferred to another family member the usual procedures and costs associated with vehicle transfers applies.

- What is the criteria with stickers with Left hand Drive vehicles? I have a 35yo LHD vehicle. JL responded that ADRs do not allow for vehicles under 30yo to be LHD. VicRoads have introduced a process whereby 25 to 30yo LHD vehicles can be registered on the CPS following inspection, but cannot be put on full registration.

- There are still a few 'cowboy' car clubs that are operating outside the spirit of the scheme. What is VicRoads criteria to monitor them. JL responded that they look at clubs activities and try to identify clubs doing the wrong thing. He added that VicRoads have no way of monitoring club activities once they are registered as CPS providers

- Can I drive my CPS vehicle to my place of work? JL responded that you can as long as your log book is filled out, However if that vehicle is used to do deliveries on the way to work that is unacceptable.

Peter Ramage (Williamstown Motorcycle Club) reported that he likes to pay his bills as soon as they arrive. However, with his CPS renewals, when he tries to pay as soon as paperwork arrives, he is told he cannot as it is seen to be currently fully paid up. JL responded that under the VicRoads system, payments can only be made within 4 weeks of the renewal date

David Smallacombe (Morris Register) asked if you are on a 4 day club rally, can you prefill your logbook to cover each day or do you need to fill out each day. JL responded that you must fill out each day separately on each day of use.

Gary Saber (Porsche CC) wanted to confirm scrutineering requirements. Does the club scrutineer have to inspect the vehicle and take the required photos? JL responded that it is OK for the member to supply photos of the vehicle. This provision was made to assist regional clubs due to distance issues.

Andrew McDougal (Veteran CC) noted that the Alvis CC that he is also a member of chose not to have a scrutineer and rely solely on RWC as proof of eligibility and safety. The scrutineer part of the form is not

filled out, and they have gone through OK. JL responded that he was surprised that those forms have gone through, as they need to be fully filled out. Needs to be reinforcement on this matter. Rod Amos clarified that the scrutineer signature is to confirm that vehicle is safe for use because a RWC has been sighted.

Iain Ross thanked John Lewis for his attendance and in assisting clubs. Iain also asked that clubs when corresponding with VicRoads to please be civil.

Delegates Reports.

Andrew McDougal (Veteran CC) referred to the FIVA survey on classic and historic vehicles. AOMC has sent out a notice and link to this survey, but has had some reactions from clubs thinking that it was a scam and not worth the effort. Andrew stressed that all information gathered from Australia will be supplied back to Australia as well as being consolidated into global figures. Statistical information of this nature is very important in gauging the extent of the movement, and would be most helpful data when lobbying government. As of October 6th, 1600 responses have been submitted in Australia which is the 6th best response worldwide.

Andrew also added that Queensland are running club events, and there is one 4 day event where participants have been split into 4 groups who do different runs each day. Problems are with arranging meals and accommodation. He also added that South Australia have cancelled the 2021 All British day that was due to take place in March.

John Johnson (Volvo CC) noted that the safety officer sign off is a critical part of the form, but that the renewal form only asks if the owner is a club member.

Chairman Iain Ross thanked everyone for their attendance, and assured delegated that the AOMC will continue to keep in touch via constant email updates and newsletters and bulletins.

The AOMC will be holding the Annual General meeting via zoom on November 23rd via zoom. Details, reports, nomination and proxy forms will be circulated prior to the meeting.

Meeting declared closed at 9.05pm

Cute Citroen Ami EV makes debut



Cit-In 2021

Registration Form

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

Kids Under 5 FREE



Payment

Preferred

Direct bank credit to Citroen Car Club of Victoria

BSB: 633 000

A/C: 120 127 907

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

Please email this form to

| treasurer@citcarclubvic.org.au

Or post this form to:

| Treasurer | Citroen Car Club of Victoria

| 16 Maxwell St Ashburton VIC 3147

Cheque

Post together with this form at the above address.

Cheque payable to: Citroen Car Club of Victoria

Registration details

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

Please see over for additional information required.

Our preferred accommodation is at -

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

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

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

PROGRAM LISTED ON PAGE 19

Information required and to display your vehicle

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



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

Signature

All enquiries should be addressed to Peter Moloney

treasurer@citcarclubvic.org.au

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

www.allseasonsbendigo.com.au 03 5443 8166.

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Citroën Logo, HD Png, Meaning, Inf...



Citroën Logo, Citroën Car Symbol ...



Citroën Logo | evolution history and ...



Origin of the Citroën logo...

Meaning and History

Andre Citroën launched his auto production only in 1919, having spent some time for development of the logo for his new enterprise.

He selected a double chevron as a logo. Of course, time set a stamp upon the logo. It was modified several times. One of the last change happened in the 80s years of the twentieth century, having done utility in the choice of chrome color for the chevron, which looked more profitable on the red background. Thus, the dynamism was achieved. In 2009, the pulling out of the chevron from the frame was done to achieve the logo three-dimensionality, stake on content, power, and freedom.



Today, PSA Peugeot Citroën is the parent company of Citroën. In 1974, the automobile industry company PSA Peugeot Citroën purchased 38,2 % of the Citroën firm's shares, and by 1976, it brought the ownership interest to 89,95 %. After which the company manufacturing cars Peugeot and Citroën were created.



What cars did the concern produce in the first years of its existence? For a start, it is worth to say that its cars were intended for mass consumption, but therefore its specialists were not strongly worrying with the design. It was rather simple. For the first time, the company stunned the entire world, having produced the innovative Traction Avant, which became the first motor car with the front wheel drive intended for the mass use.

Then, the cars beautiful in designer viewpoint began to be produced with enviable regularity.

Symbol

The symbol of Citroën is a schematic image of the chevron wheel teeth. The chevron wheel is a gear with V-like teeth (such structure of teeth resolves the problem of axial power, the need of installation of shafts on thrust bearings disappears while using a chevron wheel).

In 1913, Andre Citroën organized the production of such gears, which significantly exceeded the production of competitors. It explains the choice of the emblem.

Colours

The chrome chevrons of the Citroën logo turn into its action-packed and vivid image. The simultaneous use of red tint, on the other hand, shows the enthusiasm, vigor and business responsibility of the company.

Emblem

The Citroën emblem uses a custom-made type of letters. The modern emblem was designed by the well-known San Francisco branding agency Landor Associates. It represents a 3D version of the original logo, which depicts less sharp chevrons in a sleek chrome finish.

What are prospects of the brand development? In 2015, a notable increase of sales of cars Citroën in the market of the People's Republic of China was marked, and both companies, Peugeot and Citroën entered the top-10 list of the most successful car brands in Europe.

The DS brand belonging to the PSA Peugeot Citroën Company for the first time started to be sold as the separate premium-make.

The company expects the car market to rise in 2016 by 2% in Europe and by 5% in China, while in the countries of Latin America it will fall by 10% and in Russia – by 15%.

At the beginning of 2017, a completely new minivan Citroën SpaceTourer will be represented.



HISTORY OF THE 2CV PRIOR TO 1947



Hagerty just published an excellent account of the development of the TPV (short for *très petite voiture*) — the prototype of the 2CV. It goes into great detail as to how Michelin encouraged its development to sell their tires in France, Pierre Boulanger's directive to Citroën engineers, the limitations that Citroën noted to its dealers and the effort made by the Germans in WWII to get their hands on one!

The article also touches on the TPV Pick-up that managed to survive and is in a private collection near Lyon, France and the retrieval of the 3 TPVs in 1994, that were hidden at Citroën's test track at La Ferté-Vidame. (We featured a more detailed article about their discovery in the [Winter 2003 issue of the Citroën Autoclub Canada Newsletter](#).)



Citroën TPV – *très petite voiture*.

It is a must read for anyone interested in Citroën history and particularly for all 2CV enthusiasts!

Congratulations go to the author, Ronan Glon, and Hagerty for such a fascinating article. — You can read it here: <https://www.hagerty.com/media/automotive-history/the-mythical-very-small-car-that-birther-frances-beloved-2cv/>



TPV pick-up.

Also, check out the article we featured on Citroënvie: "Insightful Documentation Discovered About German Takeover Attempt of the TPV": <https://citroenvie.com/insightful-documentation-discovered-about-german-takeover-attempt-of-the-tpv/>

CITROËNVIE!

Isolation Word Search

Car Parts

H	E	A	D	L	I	G	H	T	S	N	E	W	B
E	R	K	E	Y	S	L	B	E	S	B	E	I	E
S	A	A	R	I	A	O	O	E	E	N	G	N	D
L	E	A	D	A	R	E	O	E	K	E	B	D	B
E	N	A	P	I	R	G	T	L	A	R	O	S	U
E	H	E	T	S	O	R	P	R	R	O	N	C	S
H	O	U	O	B	B	E	S	E	B	O	N	R	U
W	B	U	M	P	E	R	I	P	D	D	E	E	N
E	N	I	G	N	E	L	R	E	N	A	T	E	R
M	I	R	R	O	R	O	T	T	N	G	L	N	O
E	X	O	E	X	N	A	E	R	E	C	T	S	O
E	X	H	A	U	S	T	O	O	R	L	A	E	F
D	A	A	P	T	E	R	H	L	E	T	Y	R	E
T	G	E	N	N	A	X	L	E	Y	N	L	S	E

ENGINE
GEARS
PETROL
KEYS
PEDALS
HEADLIGHTS
AXLE
SEATBELT
BOOT
EXHAUST
SUNROOF
DOOR
TYRE
RADIO
MIRROR
BUMPER
BRAKES
BONNET
WHEEL
WINDSCREEN

Play this puzzle online at : <http://thewordsearch.com/puzzle/5356/>

Le Conservatoire

Citroën's Museum – Le Conservatoire



Late in 2001, Citroën opened the 'Conservatoire' – a museum of Citroën heritage, containing over 300 cars and an immeasurable amount of historical documentation and archival material.

History surrounded by activity

The Conservatoire is housed in a 6,500 square metre specially built warehouse at the Aulnay factory in the north-eastern suburbs of Paris in the direction of Charles de Gaulle airport.

Of that space, the vast majority – 5,000 sq.m is used for vehicle storage, 500 sq.m for archive (giving 1,400m of shelf space, and storage for many other items), and 1,000 sq.m of workshop space to maintain the stored vehicle. The location itself is historic – it was originally opened as a Citroën factory (called 'Epinettes' in 1924) as a stamping plant for metalwork. The first whole car (a DS) rolled off the Aulnay line in the early 70s, and it has been the production site for many of Citroën's cars through to today's C2 and C3 – the six millionth car from Aulnay was a C3 built in 2003.

Chevrons as far as the eye can see

With 300 cars stored in just 5,000 sq.m, this is not a plush visitor experience. In fact, there's really just one small snag with the Conservatoire.

It's not open to the public.

Citroën maintain that there are no plans to open it. If you calculate the space, there's only 16 sq.m per car – and with a DS measuring just under 2m wide by 5m long, that's 10 sq.m just for the car itself. Take out the space needed to move cars out of their parked positions, and you can see that it's more like

your local shopping centre car park than a visitor centre. Some shopping centre.



At a time when Mercedes-Benz are misappropriating somebody else's family heirlooms with a 150 acre 'Heritage Centre' (mega-showroom) at Brooklands, and Jaguar are turning the historic Brown's Lane plant into a 'Heritage Centre', it does seem rather a shame that a marque with as glorious a past as Citroën can't shout more about it.

However, some of the cars will see daylight. As well as one or two cars (on a rotating basis) forming a centrepiece at Citroën's C42 Champs Elysee site, cars occasionally escape on loan to exhibitions and events. Here in the UK, we've seen several on show at London's Design Museum at an exhibition highlighting the work of Traction, 2cv and DS stylist Flaminio Bertoni.

300 Citroëns sounds as if there'll be a lot of near duplication – but while it's impossible to have just one DS representing the whole life of that seminal car, it's certainly not the case that there's rows of C3s. A very large proportion of the contents are unique – prototypes, competition cars, show specials, and everything. One per cent of the contents would render a display at any large Citroën event lost under devoted fans. Of the rest, many have been retained by Citroën across the years, while some cars have been re-purchased from private collections. Only the very best of the best, however.

The Citroën Car Club have had several opportunities to offer members a chance to visit the Conservatoire, and will hopefully do so again in the future. If and when this chance does become available, it will be for a limited number of visitors on a fixed date, and will be publicised in the Citroënian.

<https://citroencarclub.org.uk/le-conservatoire/>

Sales and Wants

For Sale: 1974 1220 GS Club

7/20

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

Reasonable offer please.

Contact: John Herbert

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

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

E: herbj12@gmail.com



Sales and Wants

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
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Vic 3131**

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

1985 Citroen 2CV Charleston

12/19

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



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

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

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

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

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

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



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen C5 2012

08/20

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

Kilometres: 41000

Price \$12500

Colour: Noir Perla Nero. Interior: Tan Leather

Engine: 4 Cylinder Petrol Turbo Intercooled 1.6L

Registered to: Jan 2021

Roadworthy Certificate: Yes

Release Date: Feb 2012

Registration : ZHD 390

Vin

No: VF7RD5FVABL548659

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



Contact Andrew—0412 482 236

DS Wanted

08/2020

I'm interested in purchasing a DS or DS23.

I am not fussed on the year or trim level but it needs to be in working order and the body needs to be in a reasonable condition.

I don't want a project car.



Contact:

Tony Conroy kerrieone64@yahoo.com.au

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them.

No charge.



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

Phone: (03) 97721810



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Ashburton	Robert Belcourt	9885 4376
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Hurstbridge	Adelino de Silva	0419 886 480

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