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The CCCV Newsletter

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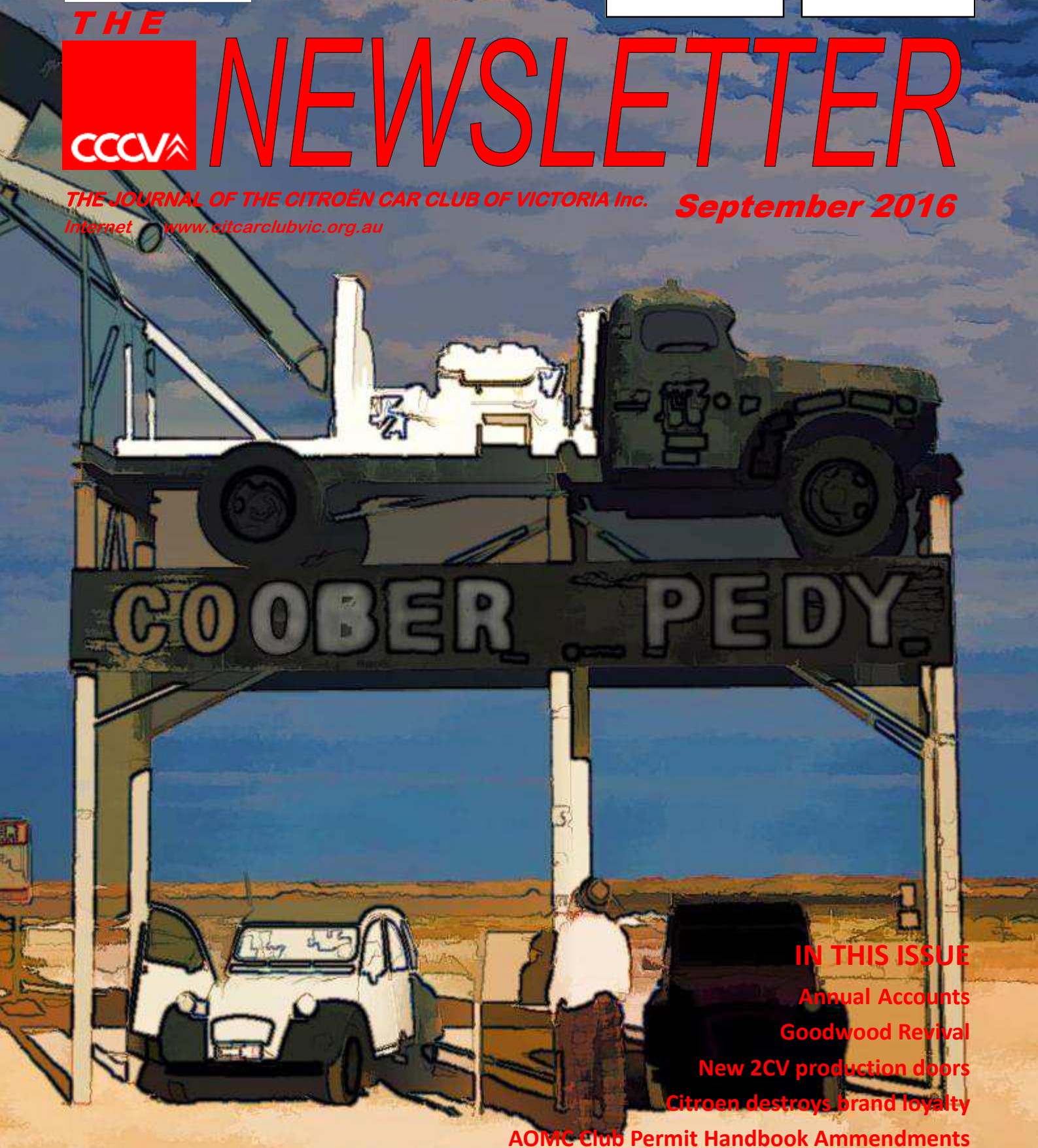


NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

September 2016



IN THIS ISSUE

Annual Accounts

Goodwood Revival

New 2CV production doors

Citroen destroys brand loyalty

AOMC Club Permit Handbook Ammendments

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

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(refer to below notation at bottom of page)

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**..See note below.
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2** - Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**..
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

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



Dear Members,

Whilst holidaying in the NT this month Yvonne and I had a window of opportunity to meet up with some of the 2CV Raiders while they were camping in Katherine. Expecting the “great unwashed”, President John Parsons, John Wyers and Dave Rogers scrubbed up clean as a whistle for dinner together at the Country Club. There were stories of set-backs and triumphs including numerous anecdotes of the journey to the top end from Alice Springs and all were having a fabulous time. It was at dinner that we presented John Parsons with George Hamada’s old hat to take on the rest of the journey. Our late friend would have been tickled pink with the idea. Thanks to George’s cousin, Alena, for making this possible.

We saw several Raid cars in various places in Darwin next morning each with more than a few admiring onlookers. I was pleased to explain their presence in the city as well as sing the praises of these two-cylinder Trojans. Apparently Raid leader, David Gries, was interviewed on ABC Darwin radio. I searched for the podcast without success so can’t give you the link. If anyone has found it please let us know. We look forward to hearing about the Raid in a presentation to the AGM in October.

On behalf of our president and committee I ask that you consider standing for an elected position on committee at the AGM. We need good folk to share the workload and maintain the strength of our club.

FRONT COVER

The 2016 RAID to Arnhem Land arrives at
Coober Pedy.

If you wish to be considered please let us know. It’s a very rewarding experience.

Meanwhile Basil Kier from “Headworks” has confirmed he will speak on cylinder head issues at the September club meeting. His expertise is not to be missed. Whilst you have your calendar open for September, note the Technical Day listed for Sunday 25th. Free auto diagnostics checks and LHM sphere re-gassing will be available. Please bring your own tools. Bookings are required so hit the phones. Full details are in the Newsletter and on the Web.

Thank you to those of you who bid on the DS workshop manuals in the silent auction. These were graciously donated to the club by a former member. If you missed out there are sure to be other goodies to tempt you at the Buy/Swap/Sell club night in November.

In conclusion, here’s a special celebration. Our heartiest congratulations go to club member Jack White who has just turned 100 years of age. Jack was featured in an article in the December 2014 edition of the Newsletter (look it up on the website). Using his technical expertise as an aircraft engineer back in the 1950’s he converted possibly the first DS in Australia to RHD. A past owner of several Tractions, Jack has maintained his interest in Citroens and owns a Xantia. We add our congratulations to those already given by the Queen, the Prime Minister, the ADF and Governors General. Well done jack.

Safe driving.

Tom Gruzza

DISCLAIMER

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

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

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: David Bonsall and Maxwell Costello . We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l.

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

Events Calendar		2016	Draft Activities Program	2016
Jun	1 Club Night– Motor Oils		Oct	5 AGM & Post Raid overview
	18 Restoration Seminar-Details page 7	□		16 French Car Festival— Seaworks
	23 Desal tour (NOTE: Thursday)			Pt Melbourne Entry @ \$10.00 per car
Jul	6 Club Night-Cylinder Heads—Headworks		21-23	RACV Motorclassica
	10 Bastille Day lunch		23	Club Run TBA
Aug	3 Club Night– Social night		28-30	Rusty Springs CCOCA □
	21 Run to Arthurs Seat car museum		Nov	2 Club night– Buy-swap-sell
Sept	2 Euroa Show & Shine - Clifton Street.	□		Club Run- Date TBA
	7 Club Night-Basil Kier from Headworks		25-27	Geelong Revival □
	25 Tech day -Garth Harris place		Dec	Xmas BBQ @ Frog Hollow Reserve
	25 Bay to Birwood Run South Australia	□		Date TBA
Monthly 1st- Chit-Chat Tuesday			2017	Apr 14-17 Citin in Smithton Tasmania
New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae			2018	Mar 30-Apr 2 Citin in Dalby Qld.
(opposite the steel Lighthouse). Melways 158 K10			For more details on club events contact	
from 10.30am. CCOCA & CCCV event for coffee & chat.			Ian Downie on 0452 411 104	
Denotes a Non CCV sponsored event. □				

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events



Citroen Technical Day

Sunday September 25th 2016

Starting around 10.0 am



For New



For Old



For very old

- * Use of 4-post hoist
- * Sphere regassing (LHM only)
- * Some workshop facilities (BYO tools)
- * Free electronic diagnosis by Autologic Diagnostics (for Citroens with computer link)
- * Barbecue, free sausage sizzle, tea and coffee
- * Garth's car collection (Citroen DS, SM, CX, AMC Javelin, Pontiac Corvette, Ferraris)

RSVP

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

October 16 2016 French Car Festival

The French Car Festival will have approximately 300 display vehicles from Renault, Peugeot, Citroen but also marques such as Bugatti, DeLage, Simca, Talbot etc. Set at the Seaworks Maritime Museum the event provides something for the whole family.

Come and see Gabriel Gate do a cooking demonstration or some of the food and wine on offer. Next door will be the Williamstown market and you can also visit the HMAS Castlemaine or Sea Shepherd ships (if in port).

French cars have a fabulous history in Australia and this show will showcase the entire gambit from very old to current models.

Gold coin donation for the public or \$10 to display.

Display vehicles to arrive from 8am. Public gates open at 9am.

**SEAWORKS
WILLIAMSTOWN**



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

**WALK WITH THE GREATS
AT MOTORCLASSICA.**

21-23 October 2016

ROYAL EXHIBITION BUILDING MELBOURNE



Citroen Car Club of Victoria Inc.
Profit & Loss :: July 2015 through June 2016

		This Year	Last Year
INCOME			
	Subscriptions Received	12,550.00	10,535.00
	Advertising Income	2,965.00	3,175.00
	Events Income	0.00	3,700.00
	Club Shop Sales	303.70	287.00
	LHM Sales	1,344.00	1,820.00
	Sphere Regassing	220.00	225.00
	Sundry Receipts	40.00	330.00
	FCF Receipts	2,075.85	0.00
	Donations Received	5.00	50.00
	Name Badges Sales	60.00	39.00
	Auction Night Revenue	0.00	85.60
Total Income		19,563.55	20,246.60
les: Cost of Goods Sold			
	Club Shop COGS	124.34	100.30
	LHM GOGS	1,113.76	1,389.74
Gross Profit		18,325.45	18,516.56
EXPENSES			
	Newsletter Printing	7,728.00	8,371.00
	Newsletter Postage	1,775.09	2,535.24
	Administration Expenses	0.00	53.00
	Sphere Regass Expenses	266.10	222.00
	Membership Expenses	2,358.54	2,150.35
	Sundry Expenses	76.16	125.17
	Bank Fees	798.33	795.96
	Depreciation	964.15	766.49
	PO Box Rental Fees	121.00	115.00
	Concours Expenses	0.00	60.89
	FCF Expenses	1,690.02	0.00
	Name Badges	27.00	48.00
	Club Night & Runs	502.01	5,046.69
	Website Expenses	0.00	30.00
	Dues & Subscriptions	225.00	200.00
	Insurance	521.64	360.00
	Accounting & Legal Fees	54.50	0.00
	Postage	25.35	8.85
	Hall Rent	820.00	970.90
	Total Expenses	17,952.89	21,859.54
Operating Surplus		372.56	-3,342.98
Other	Interest Income	379.84	465.23
Net Profit / (Loss)		752.40	-2,877.75

June 2016

		This Year	Last Year
ASSETS			
	Current Assets		
	Operating Account	4,131.25	2,387.71
	Club Shop Cash on Hand	28.10	148.10
	Term Deposit 2501	0.00	5,682.45
	Term Deposit 2502	12,000.00	8,020.49
	Total Cash On Hand	16,159.35	16,238.75
	Trade Debtors	290.00	0.00
	Pre-Payments	280.00	110.00
	Club Shop Inventory	1,471.74	1,310.07
	LHM Inventory	1,219.45	1,683.00
	Total Current Assets	19,420.54	19,341.82
	Other Assets		
	Security Deposit	0.00	200.00
	Equipment at Cost	17,305.54	16,434.64
	Equipment Accum Dep'n	-13,137.25	-13,606.04
	Total Equipment	4,168.29	2,828.60
	Total Assets	23,588.83	22,370.42
LIABILITIES			
	Current Liabilities		
	Accruals	286.01	880.00
	Deposits Held	1,300.00	0.00
	Total Current Liabilities	1,586.01	880.00
	Total Liabilities	1,586.01	880.00
NET ASSETS		22,002.82	21,490.42
MEMBERS' EQUITY			
	Members' Capital	23,300.94	23,300.94
	Retained Earnings	-2,050.52	827.23
	Current Year Earnings	752.40	-2,637.75
MEMBERS' EQUITY		22,002.82	21,490.42

John Wyers, John Parsons & Dave Rogers in Katherine NT. John is wearing George Hamada's hat as a tribute to our late friend.

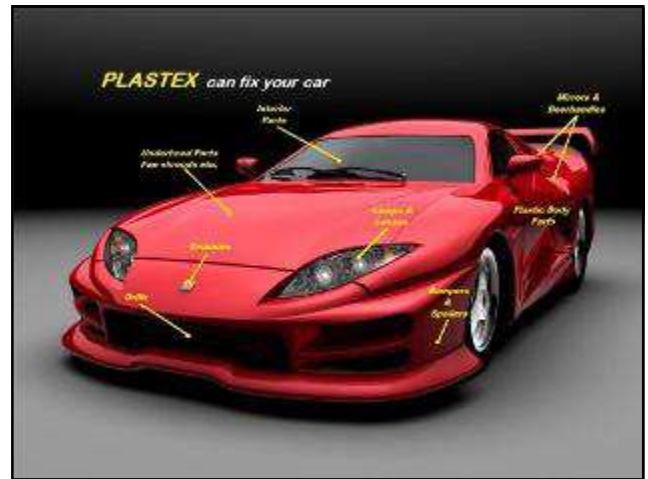
Image: Tom Grucza



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- Has no wastage or shelf life – lasts for years.

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Which is why I'm writing to you.

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Call Alan on (08) 8362 7667 or Yiota on (03) 9729 3929 to place an order.

The above has been provided as a service to members. Ed.

Members advance notice.

CCCV AGM

5TH OCTOBER 2016 AMRA Clubrooms

92 Wills St. Glen Iris

at 8PM

AOMC Club Permit Handbook (Issue October 2015)

Additions and Amendments as at 7.6.16

The following Club Permit Scheme Handbook (2015) FAQ's have been added or amended with VicRoads approval.

Q.61 I am attending a club rally over a few days. Can I pre-fill some entries in my CPS log book to cover the period of the rally?

A. No. Regulation 157(6) of the Road Safety (Vehicles) Regulations 2009 does not allow permit holders to complete or partially complete entries in a logbook which relate to a future day. This means, no entry can be made relating to a day other than the current day of use. Completion of a future date entry (full entry or partial) constitutes a breach of the logbook obligations established by Regulation 157 and could be considered a breach of club permit conditions (Regulation 157A). It should be noted that if a breach of logbook conditions occurs, VicRoads could suspend the permit (reg. 157E (b) on the grounds that a log book condition has not been complied with. (Added April 2016)

Revision.

Q.22 Can I park my CPS plated vehicle in the street on any day when it is not used?

A. Yes, you may temporarily "shuffle" CPS vehicles in and out of your property up to a distance of 100m without need for a logbook entry. Note that if you were to leave your vehicle parked in the street more than 100m from its garaged address then no logbook entry would be required if the vehicle is not used on that day. This is because regulation 157 of the Road Safety (Vehicles) Regulations 2009 states that "each day that a vehicle is operated under a club permit will be driven outside of the vehicle's local zone, the driver must fully complete the next available entry in the logbook before beginning the journey". "Driven" does not include being parked. (Note that to move the vehicle later back to your house or to within 100m of your house will require a logbook entry.) (Revised May 2016) Also relevant to FAQ 45

Revision.

Q.43 What are the requirements for a Club and a Member's family when the holder of a Club Permit dies?

A. VicRoads advise that it is the Club's responsibility to advise VicRoads in writing of the death of a Club Permit holding member and the termination of financial membership of the Club. Similarly, the CP holder's family/estate administrator should also advise VicRoads of the death of the CP Holder. In the case of a spouse, VicRoads will update the existing club permit into the name of the surviving spouse, where, for this to occur, VicRoads must be provided with: - A statutory declaration stating the permit holder is deceased and that the person seeking the permit to be transferred is the spouse of the deceased person, and - A letter from the Club Secretary confirming that the spouse to whom the permit is to be transferred is a current financial member of the club. In addition to the above, the administrators of the estate of the CP holder should obtain a copy of the the VicRoads publication Deceased Estate Pack.

CPS – Respect the Law

In the last 4 months, the following misuse of CPS number plates were reported to the AOMC.

- 1 A CH plate was painted, the maroon background was painted black, and the letters remained white.
- 2 A number of vehicles registered on the CPS displayed with vinyl stickers printed in the same style of club plates and were stuck on the front of the vehicles (and incidentally the reason for the report was that those vehicles had been pulled over and fined by the Police).

Presumably these modifications were done for aesthetics or practicality, however this is an incorrect display of CPS number plates under the current regulations. These reports prompted a bit of discussion about the education of the movement to make sure we ask our clubs to ensure that members of the CPS comply with the law as it stands, and not bring the scheme into disrepute. This article is a timely reminder to "respect the law".

Cont page 13



CLUB SANDWICH – PARTICIPANT TERMS & CONDITIONS

*Participants must abide by and agree to the Participant Terms & Conditions and must read & return a signed copy of the Release and Waiver of Liability, Assumption of Risk and Indemnity also attached. Any Participant who has not completed and signed the forms as attached will not be accepted for participation in the Event. Vehicles **must be insured** at the minimum Third Party Property Damage Insurance.*

*A. Exhibitions and Trade Fairs Pty Ltd, ABN 72 101 130 527 (the “**Organiser**”) is conducting Club Sandwich as part of Motorclassica – the Australian International Concours d'Elegance & Classic Motor Show, from the 21st – 22nd October, 2016 (the “**Event**”) at Museum Plaza, Royal Exhibition Building, Nicholson Street, Carlton, Melbourne, Victoria.*

*B. The person or company identified as the Participant overleaf and below (the “**Participant**”) wishes to participate in the Event and the Organiser consents to the Participant occupying space at the Event for the motor vehicle details of which are specified overleaf for the Participant (“**Participant's Vehicle**”) on the following terms and conditions:*

- 1) The Participant must comply with all directions of the Organiser or its employees, servants and agents for the duration of the Event and in connection with the Event.*
- 2) The Participant's Vehicle must be registered and insured. While it is preferable that the Participant effects and maintains Comprehensive vehicle insurance, at the minimum the Participant must effect and maintain third party property damage vehicle insurance in respect of the Participant's Vehicle for the duration of the Event and in connection with the Event. The Organiser will not be responsible for, and expressly excludes liability for, any loss or damage to the Participant's Vehicle or to any Participant's property, products and/or equipment.*
- 3) The Participant warrants that the Participant is the legal owner of and is fully and wholly responsible for the Participant's Vehicle and all loss, damage, injury and/or death caused by the Participant's Vehicle.*
- 4) The Participant consents, under all relevant privacy legislation, to the disclosure of all Participant contact information to contractors and/or staff that are appointed by the Organiser to assist with the organisation of the Event, and the use of the Participant contact information by the Organiser for the purpose of informing you of other products, services and events that are promoted by the Organiser and its related bodies corporate. If the Participant would like to gain access to the information the Organiser holds about it, or does not wish the information to be used in this way, please contact the Organiser's privacy officer at privacyofficer@etf.com*
- 5) These terms and conditions and the Release and Waiver of Liability, Assumption of Risk and Indemnity below (all called “the Agreement”) are governed by the laws applicable in Victoria, Australia and both the Participant and the Organiser submit to the exclusive jurisdiction of the courts of Victoria, Australia.*
- 6) Waiver of a breach of or of any rights created by or arising by virtue of a default under the Agreement must be in writing and signed by the party granting the waiver.*
- 7) The Participant undertakes to the Organiser that the Participant has legal authority for and is wholly responsible for any minors accompanying the Participant. For the purposes of these terms and conditions a minor is any person under the age of 18 years.*
- 8) The Participant grants full unlimited permission to the Organiser to use recorded & photographic media of the Participant and the Participant's Vehicle for any lawful manner, including for the Organiser's advertising, commercial and promotional purposes and the Participant waives any ownership of, or rights to, said media, and entitlement to any compensation for use of the same or any right to see or approve the finished material incorporating the same.*
- 9) Any consent given by the Organiser may be withdrawn at any time for any reason at the Organiser's absolute discretion.*
- 10) No statement or representation about the Event or otherwise concerning the subject matter of the Agreement may be relied upon by the Participant or any other person unless expressly set out in these terms and conditions. In these terms and conditions the singular includes the plural and vice versa; and any invalid or unenforceable part will be severed to the extent invalid or unenforceable and the remainder will remain in full force and effect.*

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND IDEMNITY

Please carefully read the Release and Waiver of Liability, Assumption of Risk and Indemnity. This Document informs you about your responsibilities and assumption of risks, and includes a release of liability, indemnification and surrender of certain legal rights.

I have, of my own desire and free will, determined to participate at the Event and I covenant and agree with the Organiser:

- that I have read and agree the terms and conditions of participation in the Event overleaf ("Terms and Conditions") and will abide by them;
- to participate in the Event at my sole risk and responsibility;
- to assume the risk of and responsibility for any injury, death or property damage resulting from my participation in the Event;
- to FULLY INDEMNIFY AND HOLD HARMLESS the Organiser, its employees, contractors, sponsors, servants and agents from all loss, damage, costs, claims, demands, actions and suits ("Claims") which at anytime hereafter may be brought by any person against the Organiser, its employees, contractors, sponsors, servants or agents for personal injury, death or property damage suffered or incurred by any such person caused by or arising out of or in any way related to my use of the Organiser's services and/or equipment or my participation in the Event, or by my breach of any of the Terms and Conditions;
- where I am the named Participant for a Vehicle I agree that the indemnity given by me includes indemnity in relation to any Claim which arises in connection with that Vehicle; and
- to waive, and release each of the Organiser, its employees, contractors, sponsors, servants and agents from any Claim however arising (including by negligence, trespass or breach of any contract or terms) which may otherwise be made by me or on my behalf in connection with my participation in the Event.

I HAVE READ THE TERMS AND CONDITIONS AND THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY, FULLY UNDERSTAND ALL TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL

RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

SIGNATURE OF PARTICIPANT _____ **DATE** _____

NAME OF PARTICIPANT _____

CLUB SANDWICH REGISTRAION



First Name: _____ Surname: _____

Address: _____

Suburb: _____ State: _____ Postcode: _____

Mobile: _____ Email: _____

Car Club/Association: _____

Name of participant/owner: _____

Mobile number: Email: _____

VEHICLE INFORMATION:

YEAR MAKE _____

MODEL VEHICLE REGISTRATION NO. _____

GROSS WEIGHT (Entries received without gross weight are not valid) _____

SIGNATURE OF PRESIDENT/SECRETARY DATE _____



Entry to the 2016 Geelong Revival Motoring Festival is now open! We invite you to apply for entry to the Classic Sprints along Geelong's seafront. The unique and historical event is held on the 25th - 27th November and sees 800 local and international vehicles participate in a festival that celebrates motoring culture with a vintage twist.

Come and help us celebrate the festival's 60th anniversary along Geelong's picturesque waterfront.

Due to the overwhelming number of entries we have received in previous years, we have put a cap on the number of entries for the 2016 event. The reason for introducing capped entries is so that everyone can complete the full four runs. Registration in this year's event is **\$295** which includes your race entry, an event program and four complimentary pit passes.

ABOUT THE EVENT

For new participants, the Geelong Revival Motoring Festival 2016 Sprint is a 1/4 Mile long or 400m in modern parlance. There will be National Classic Sprint Trophies awarded in each class along with an overall event winner based on aggregated and weighted times.

As we have done at previous events, we will send vehicles down the course at intervals. We will then collect them in groups (depending on the number of competitors in each class), pause competition and return the vehicles to the pits in convoy before returning to competition.

We ask that you be polite and friendly to our many officials as they help to make this event run smoothly. They are all volunteers and the Geelong Revival Motoring Festival can't run without them.

We welcome on board our major sponsors for 2016. Their support allows us to promote the event to the wider community. Our thanks also go to the City of Greater Geelong for their valuable support and allowing us to use their facilities within the event precinct.

CONTACT US

If you have any special requirements or questions, please do not hesitate to contact Competitor Liaison

Mr Chris Sager on 0431 183 176

or competition@geelongrevival.com.au.

The Geelong Revival Motoring Festival and supporting clubs wish you a safe and enjoyable event and we look forward to seeing you there!

For all other event information www.geelongrevival.com.au

AOMC Club Permit Handbook (Issue October 2015)

Additions and Amendments as at 7.6.16

Cont from page 9

The reasons are, the act of painting over VicRoads issued number plates is considered damaging the original plate, even if the numbers were not painted or tampered with. This modification invalidates the number plate, even if the raised white letters remained untouched. Similarly – the only number plates that can be displayed are those issued by VicRoads.

Straight from the VicRoads website —**“Displaying number plates that haven't been issued by VicRoads on a vehicle is an offence under the Road Safety (Vehicles) Regulations (except for 'home-made' plates on exempt trailers). This includes the illegal re-manufacturing of existing number plates issued by VicRoads in a different format, style or material”.**||

This is also a timely reminder of how to display any number plates in Victoria. Your members of your club should be aware of the regulations regarding the display of number plates:

All vehicles registered in Victoria must have number plates that are:

- clearly visible from a distance of 20m
- displayed at the front and back of the vehicle (except for motorbikes and trailer - these only need one number plate attached to the back at least 30cm off the ground).

All number plates should be:

- affixed in an upright position.
- no more than 1.3m off the ground
- clean
- free from covers, tints or other reflective surfaces that could interfere with plate reading devices

If your vehicle makes it difficult for you to meet these requirements, you need to make them as closely as possible. not affixed or displayed in accordance with regulations .

PENALTY.

Under the Road Safety (Vehicles) Regulations 2009, there are 2 potential offences:

- Penalty offence code 8384, stipulates 2 infringement penalty points, or \$311.00 (2016/2017) for use of vehicle with altered, incorrect or misrepresented number plate;
- and / or .

- Penalty offence code 8386, stipulates 1 infringement penalty points, or \$155.00 and also 3 demerit points for Use of vehicle where number plate not affixed or displayed in accordance with regulations

SLIM LINE PLATES CH Plates

Slim Line plates would assist the movement in displaying plates where vehicles that were not designed for the standard Victorian number plate width. The request for slimline plates has often been discussed, and in 2010, the Regs were amended to allow for slimline plates for Club permits, with a fee similar to other slimline plates offered by VicRoads. The current advice from VicRoads at July 2016 is slimline plates are something they would dearly like to introduce as well, and there is an intention to offer these. However the current system limitations that precluded this being introduced at the time of the change in Regulations in 2010 are still in existence. Specifically the CPS database is managed outside of the VicRoads mainframe database, and there is currently not an automated ordering system for club permit plates (unlike all other plate types) yet. There is a possibility of VicRoads offering slimline CPS plates in the near future, however we are advised that permit holders will most likely have to exchange over existing club permit plates to slimline plates with a different plate number. The AOMC will continue to work on behalf of the movement in relation to the introduction of slimline CPS plates with VicRoads and also keep our member clubs informed, in the meantime please help us educate club members around the display of CPS plates, and not bring the movement into disrepute.

[Reprinted from AOMC Newsletter August 2016 Issue 133]



Tools out for the first time.



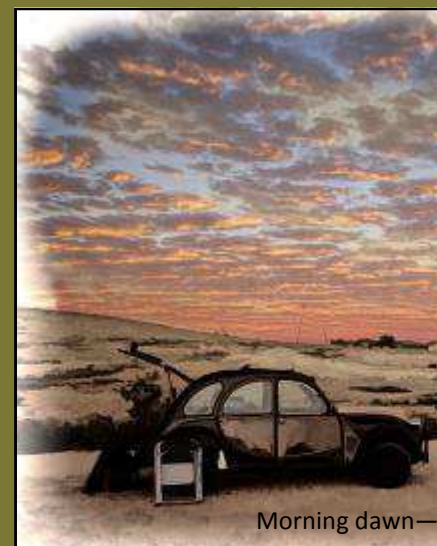
Kings Canyon



Lookout by hospital at Orooroo, t



Dave Rogers on top of Uluru.

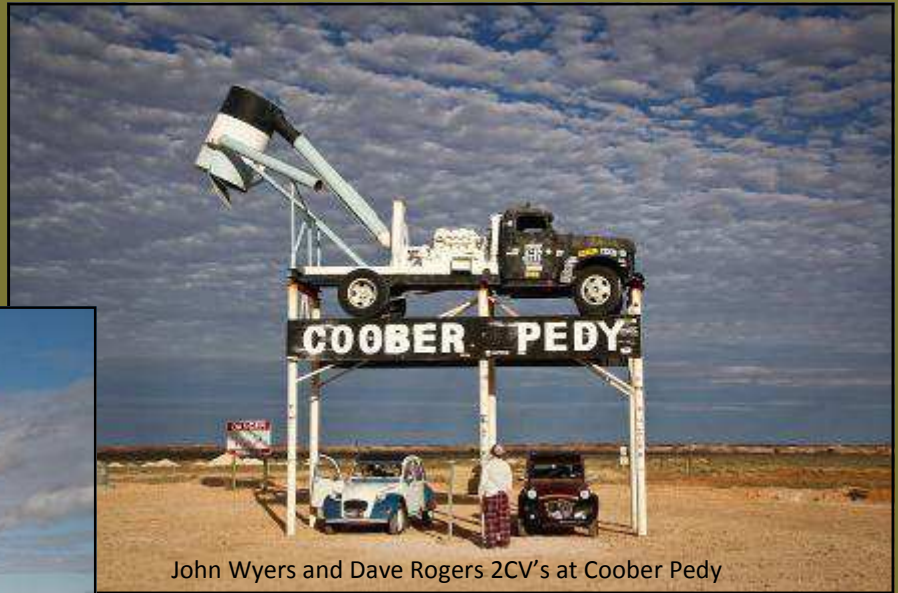


Morning dawn—

RAID 2016

ALICE SPRINGS TO

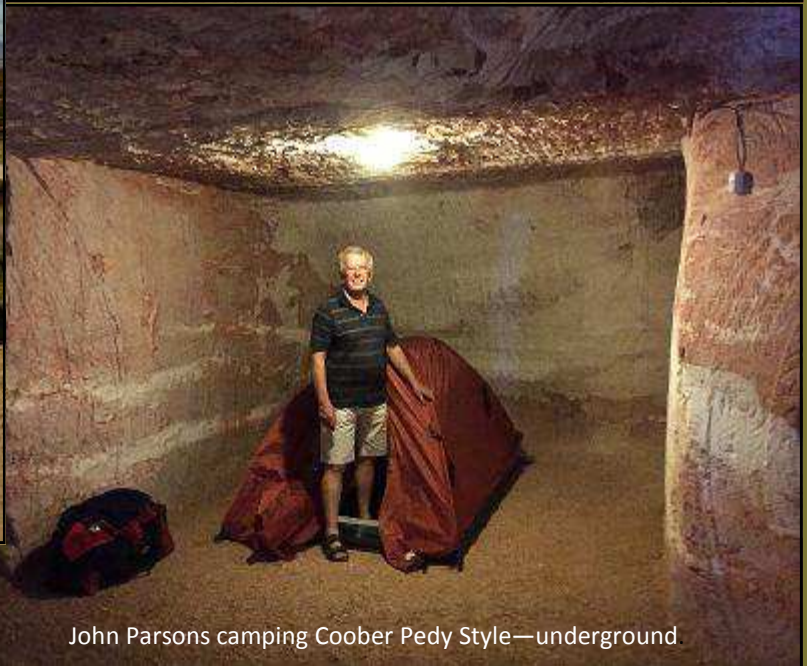
STAGE 1: Heading t



John Wyers and Dave Rogers 2CV's at Coober Pedy



the start of the Flinders Rangers.



John Parsons camping Coober Pedy Style—underground



Coober Pedy



Bush camp

to Alice Springs

ARNHEM LAND



A thrilling sporting heritage

Our story begins with the 1st Duke of Richmond. His love of hunting led him to Goodwood in the 1690s, where one of the first and most fashionable hunts in the country was based. Ever since, sport has played a pivotal role here, with golf, cricket, motor racing, horseracing and flying on the estate

Goodwood Motor Circuit was officially opened in September 1948 when Freddie March, the 9th Duke and renowned amateur racer, tore around the track in a Bristol 400. He received a rapturous response from 15,000 spectators who had come to see the opening of Britain's first professionally organised motor-racing event since before the War.



Goodwood Revival

The smell of engines mingles with the roar of iconic race cars at Goodwood Revival, a three-day September festival celebrating the halcyon days of motor racing with the accompanying glamour of 1940s, '50s and '60s.

Festival of Speed

An intoxicating mix of cars, stars and motorsport royalty come together over four superb days for the Festival of Speed. The largest event of its kind, the event gathers together the planet's rarest and most

The Festival of Speed is one of the most successful events to have been invented in the last 50 years... a wonderful place to go. Richard Branson—Virgin

Driving Experiences

It's your turn to become a racing legend with Ultimate Driving At Goodwood, powered by BMW, and follow in the tracks of racing heroes such as Juan Manuel Fangio, John Surtees, Sir Jackie Stewart and Sir Stirling Moss. Take to the tarmac and do battle with the circuit which turns any driver into a pro racer.

At Goodwood, there isn't just the iconic Circuit. Driving experiences are available across the whole Estate, off-circuit as well as on, with instructors ready to impart their skills and driving tips, whether you wish to brush up on your extreme weather driving techniques on the skid-pan, or embark on an epic off-road adventure through the 12,000-acre grounds. Under-17s are welcome too, so you can give your teenager their first taste of getting behind the wheel and having their motoring dreams come true.



Fly with a Fighter Pilot

Fly aerobatic manoeuvres with a fighter pilot. Your experience will take place in an ex-military training aircraft where you will be shown the aerobatic manoeuvres by a professional, then get the chance to fly them yourself!



Paul Hudson

A classic car specialist, Paul Hudson is Deputy Head of Cars at the Telegraph Media Group and reports on the latest happenings in the automotive world, as well as looking back at its past.



Goodwood has announced the provisional dates for the 2016 Festival of Speed and Revival, ahead of tickets going on sale on November 5.

The **Goodwood Festival of Speed**, which celebrates the best from the past and present of motoring and motorsport, will be held on June 23-26.

As usual, the event will open with the Moving Motor Show on Thursday June 23, with major car manufacturers showcasing their latest models and innovations.

The **Goodwood Revival**, the world's largest historic motor racing and vintage culture festival, will take place on September 9-11. The event brings Goodwood Motor Circuit's glory days as an active race track, from 1948-66, back to life.

A host of stars from the world of motorsport attended Goodwood events this year, including Valentino Rossi, the greatest grand prix motorcycle racer of all time, plus fellow two-wheel champions Casey Stoner, Freddie Spencer and John Surtees. F1 title winners Jenson Button and Sir Jackie Stewart, US legends Don 'Big Daddy' Garlits, Richard Petty and Ken Block, and Le Mans heroes Tom Kristensen, Derek Bell and Emanuele Pirro all featured in runs up the 1.16-mile hill climb during the Festival of Speed or competed in historic races at the Revival.

The Goodwood Test: Aston Martin Vantage GT8

Heritage

Big changes are coming to Aston Martin as the DB11 ushers in the first significant generational shift since the introduction of the V8 Vantage and DB9. The former still has something left to give though, as evidenced by some of the additional variants and special editions launched lately; we've driven the new manual version of the V12 Vantage S and recently saw a one-off convertible version of the extreme, track influenced GT12 make its debut at the Festival of Speed. Inspired by that car but more faithful to the racing Vantages that have long been a fixture of GT and endurance competition is this, the GT8. Lighter, harder and faster than any other Vantage in the range it's arguably the purist's choice of all the recent derivatives.

Design

That the GT8 is still recognisably a V8 Vantage is no bad thing. The GT8 adds to this genuinely race-inspired athleticism in the form of wider wings over fatter Cup tyres, the front bodywork aerodynamically sculpted exactly like the current Vantage GTE race car's. The 4.7-litre V8 is basically the same as the regular Vantage S but gets a small power increase to 440bhp (446PS); the impact of this is increased by slicing out at least 80kg from the kerb weight. This can increase to 100kg if you opt for the full carbon fibre package, polycarbonate rear windows, magnesium wheels and titanium/Inconel exhaust system. The wing is... faithful to that used on the race car. It is at least optional.

Performance

Aston Martin's Sportshift III automated manual gearbox would seem to finally have found an appropriate home in the GT8, its jerky shifts at least an accurate replication of a race sequential. But, unlike the 911 GT3, the GT8 is also available as a manual. There are no switchable driving modes and it's all refreshingly simple, leaving you free to appreciate the effort that's gone into the chassis set-up, pedal feel and other driver-focused details. Lighter if not light, it lacks the insane punch of the V12. But offers instead a more natural balance, conducive to carrying speed round the corners rather than just shrinking the gaps between them. As Porsche makes its comparable 911 variants more advanced and tech-laden the Aston remains refreshingly old-school.

Passion

The passion in this car is best summed up by the simply outrageous noise that erupts from the centre-exit exhausts. It's raw, raucous and harder-edged than any other Vantage that's gone before, V12 included.

A fine celebration of over a decade of success on road and track for the Vantage range then. The only problem? Only 150 will be made and they're already sold.

- Author
- [Dan Trent](#)



Citroën destroys brand loyalty

JULY 26, 2016 HISTORY, HUBNUT

Brand loyalty is a strange thing. I consider myself a Citroën enthusiast, but its products have changed a great deal over the years depending on who was calling the shots. André Citroën himself never got to see the Traction Avant do so well, and never got a whiff of the 2CV and DS (launched during Michelin's custodianship). Some of my favourite Citroëns came out of the Peugeot years, and were better because of it – BX and XM in particular.



Very much a Citroën, whatever marketing numpties think.

You can see it right [here](#). A lovely list of Citroëns from the ages, but the DS (and, oddly, the SM) are nowhere to be seen.

How utterly ridiculous. The DS was one of the most incredible cars of the 20th Century, but because some marketing bod who was born decades later had a blue sky moment, it apparently isn't a Citroën anymore. Frankly, I'm starting to wish that Peugeot had just killed off the Citroën



Apparently the SM isn't a #CitroënIcon either. Insanity.

But show me a Saxo and I'll turn my nose up at it. Wave a Xsara in my direction and I will not get excited. Hand me the keys to any of Citroën's current line up, and I'd probably just give them back – ironically apart from the e-Mehari, which isn't actually a Citroën at all.

My loyalty to the brand has been diluted by Peugeot's with chevrons, and by Citroën's frankly callous regard for its own heritage. For years, the conservatoire was impossible to visit. A hard working team kept some incredible machines in storage, and Citroën will, rather begrudgingly, let you poke around the place today. For now. If you apply for a visit through a club. And only on certain days.

Citroën has also been one of the worst for supporting older models. They cannot wait for the period to expire in which they must make parts available for their old cars. Even before then, they'll ramp the prices up to quite ridiculous levels, so demand falls away.

But circumstances have taken a far darker turn of late, with the spinning off of the DS 'brand' from within Citroën. This triumph of marketing over substance has seen Citroën now airbrush one of its most iconic designs from its history files.

brand rather than subject it to this. Hydropneumatic suspension has already been killed off, and now history is being altered to make it easier to sell the hideous DS range of cars.

PSA, the group that owns Citroën, really doesn't seem to get it. It has no understanding that heritage sells. No, not like that. It isn't something you just dig out once in a while to try and get a sale. Heritage is something manufacturers need to invest in. BMW, Mercedes-Benz and Porsche understand this, and Jaguar Land Rover is fast following suit.

None of these companies are attempting to erase cars from their history. Citroën overlooking the DS is like Jaguar overlooking the E-Type, or Land Rover pretending the Range Rover didn't happen, BMW ignoring the M3 and Porsche denying it had anything to do with the original 911.

It's the final straw as far as I'm concerned. The Citroën of today is not worthy of my attention. Instead, I will forever enjoy it's actual heritage. The one that has the DS firmly at its centre – a car which was very much about substance, not empty promises from a design agency.



New 2CV Production Doors available with many improvements



Parts Industries, a long-time manufacturer of 2CV parts, and a source for many 2CV parts vendors, has begun manufacturing new replacement doors for the 2CV. While they were designing them they decided to make a number of improvements such as;

- 1: Zincor sheet-metal for improved corrosion protection,
- 2: brace backdoor supplied separately,
- 3: fulcrums front door as original,
- 4: hinge fitting back door as original,
- 5: windows channels flattened and 4 assembly holes braces windows reinforced and centred,
- 6: holes for door panels improved,
- 7: joints door rubbers improved,
- 8: doors tightly flattened and welding points improved,
- 9: holes for locks improved,
- 10: and they ship in boxes with extra packing protection.



3



4



5



6



7



8



9



10



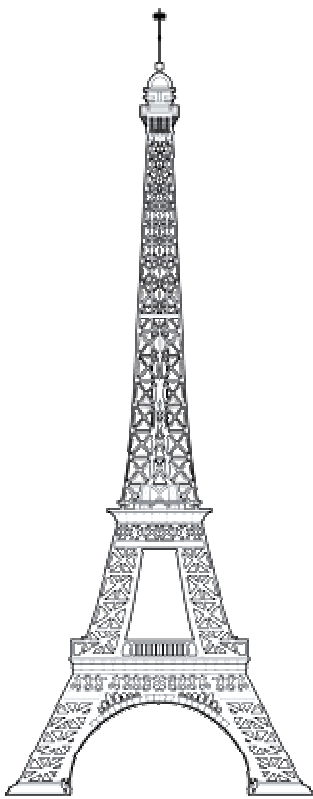
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TOUGH NEW LAWS HIT PARIS MOTORISTS – BUT IS IT ALL BAD NEWS?

The Paris crackdown on older vehicles in the French capital was well detailed in the August edition of our CCCV Newsletter. However, having recently returned from Paris I thought I would add some personal reflections on what at first appears to be overly harsh legislation.



As of July 1 this year, and just a few days before we arrived there, cars and motorcycles built before 1997 were banned from the streets of Paris – the same day France stopped the use of plastic bags. The new vehicle legislation which affects 30,000 vehicles in Paris, has been brought in because of the dangerous levels of air pollution in the city, especially what was experienced during the Paris winter of 2014. It is claimed air pollution in France kills 48,000 citizens each year including 6,500 in

Paris. As well, the impact on historic buildings and other national treasures is significant.

The July 1 regulations are some of the toughest in Europe – and are destined to become even tougher. Motorists aren't happy, but they had better get used to it as legislators aim to slash greenhouse gas emissions in Paris by a whopping 75% by 2050.

The result, from my observation, is that interesting older cars such as Citroen 2CVs are virtually a thing of the past in Paris. Fortunately some 2CVs carrying a large number on their side are still buzzing around showing visitors the wonderful landmarks as older classics can still be used for tourism purposes.

Further, it isn't all bad news for owners of older vehicles. Due to a backlash from classic and historic car clubs and members, reasonably generous concessions have been made enabling older vehicles registered 30 years ago or more to be used before 8am and after 8pm and at weekends. Cars and motorcycles will now be required to carry a coloured sticker on the windscreen, (an Air Quality Certificate) and the colour will denote the age of the vehicle.

The big question now is "How will the French police handle this – they have enough on their plates right now!"

BRIAN REED. CCCV member



Once commonplace but now a rarity – a Citroen 2CV in the streets of Paris.

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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.

'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members. Contact: GARTH CAMPBELL on 0406 427 657

2003 Citroen C5 2lt.HDI Diesel Sedan

8/16

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7/16

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Engine Parts Washing One of our sponsors, Revolution Advanced Metals and Materials, will demonstrate their engine parts washing equipment.

Gabriel Gaté Gabriel Gaté will once again entertain us with his cooking, but is also planning what will be some challenging and amusing changes to more actively engage Club members

CLUB SHOP

Club Shop will have the what I believe is the filter retaining plate Gasket (locally manufactured) in stock at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

WANTED

5/16

I'm looking for some pieces for a D Special. It has a tan targa vinyl interior: LHS rear door card, Rear seat and RHS interior "C" pillar panel

Contact Michael Berry michael@hbtagency.com.au

Parts Cleaner

I have approx 80L of heating oil in a drum and can decant into smaller containers if necessary to share it around. The oil has low volatility and is an ideal for cleaning oily parts. No charge. If interested please contact Tom Gucza 0431396277 or badjatom@gmail.com.

1985 Citroen CX25ie Pallas Auto. For Sale, selling unregistered

9/16

I purchased this CX from New Deal motors in Dandenong in 1990 and I am the CX's third owner. Very few parts have needed replacing during my ownership as the car has been very reliable. The CX is currently registered and was driven on some weekends and occasionally to and from work. It is suitable for restoration or spares as it has just developed a hydraulic leak from the steering and one front brake caliper. The CX has a new battery, refurbished hydraulic pump and rebuilt starter motor. Motor and automatic transmission are in good working order. It starts reliably and can be driven on to a trailer for transport.

The car is located in Endeavour Hills and I can supply more details on request.

Price \$800.00 or sensible offer but if it is not sold, it will be disposed of and lost forever.



For Sale.

5/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, . Sold as is – no RWC, \$1250 ONO – Rego is SDO 514, registered in Victoria until 11 June 2016; Vin No: VF7NONFUB73226242

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



For Sale.

4/16

"Hercule" the Citroen Special 2CV is small and delightful. He represents great value at \$19,995. He has a 0.6 litre engine and comes with enough seats for 4. "Hercule" is a 1987 convertible.

The vehicle registration, IFS-7FP, is paid for the next 8 months until end of Sep 2016. Only travelled about 100,000. Comes with a roadworthy certificate. He has been rustproofed after being imported from England in the 90's.

We have most of the receipts for work done on him in the last few years, although we have only owned him for a year. Also we have the original books. "Hercule" is in excellent condition and has a Charleston colour scheme. The car is in the Latrobe Valley.

Contact John Butler jvbutler@bigpond.com PH: 0427955588



Having difficulty finding the right Michelin tyres for your DS?

Neil Tolich can recommend **Federal SS-657 Super Steel 185/80x15.**

He says: Hyperdrive have them at \$162 including fitting....but couldn't fit/balance the solid centre Citroën rims when I got mine 12 months ago, so I bought them at \$140 per tyre and had them fitted elsewhere. I had read some great reports on them, thought them worth trying, and haven't been disappointed. The tyres themselves perform beautifully. In the dry they are quiet and absorb sharp bumps (such as cats-eyes etc)... the ride is very good... better than the harsher (and old) Michelin XVS rubber that came off my DS23. Moreover, they do not squeal in fast corners. But, it was in the wet I was really impressed. I had a fast trip Auckland to Wellington via the Wanganui road in foul conditions... I kept pushing the DS into wet bends and at no time did it break loose at the front. It gripped and turned. I run them 30-32psi front, 27psi rear.

Overall, my guess is the Federal SS657 is almost on par with the correct DS spec Michelin XAS. In other words, a great tyre for the money.

Traction Avant—Auckland Citroen Car Club



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