








Association of Citroën Enthusiasts WA

Issue #11 November 2022

Magazine of the Association of
Citroën Enthusiasts of Western Australia Incorporated.



	ACE 2022 Committee Members
	President: Elizabeth Willison willoclan1@iinet.net.au Ph: 0498 606 014
	Secretary and Membership Registrar: Peter Rasmussen peteraz@iinet.net.au PH: 0418 950 333
	Treasurer: Ad Zuiderwijk addie@westnet.com.au PH: 0419 931 078
	404 Concession Registrar & CMC Contact: Jacques Perriraz Perriz@iprimus.com.au P H : 0466 251 510
	Committee Members: Elizabeth Willison, Peter Rasmussen, Ad Zuiderwik, Jacques Perriraz, Denis Conway, Ralph Hibble (VP), Jeanette Byrne. Contact through secretary.
	Magazine Editor: Denis Conway duc.conway@gmail.com PH: 0448 778 885
	Facebook Administrator: Jack Gibney lovemonkey@westnet.com.au PH: 0409 587 567
	Club Librarian & Holder of Club Archives: Elizabeth Willison willoclan1@iinet.net.au Ph: 0498 606 014
	Web: http://www.citroenwa.org.au/ Facebook: https://www.facebook.com/groups/363880247088177/



Presidents Message



Hello and Merry Christmas to all ACE members, their families, and friends.

Firstly, with our AGM for 2023 over and a little shuffle of office bears I would like to acknowledge jobs well done.

A huge thanks to all last year's Office Bearers for their commitment and effort in attending meetings and being a presence in the club.

Bob for being our President over the last few years and his chairing of our meetings.

Peter for collating all our minutes, plus also the chasing documents for our Transport Authority, C4C and 404 license audits.

Ad for informing members of our bank statement balances.

Ralph for chairing meetings at short notice. Denis for his hours spent collating and editing our ACE magazine.

Jack for managing our Facebook page and hosting our Jan 2022 Australia Day meeting.

Greg for storing our library items and putting a hand up to be a Committee Member.

Jacques, for keeping our 404 registrations up to date and keeping track of our club events.

Denise for being on hand to fill any gaps.

What a great team. Thanks.

Secondly, thanks to all the members, their attendance at our club monthly meeting/social gatherings the varied conversations, the attendance at various events throughout the year and the reports back to our meetings and our Magazine Editor Denis. Without this our Club would not be a Club.

We had our AGM this last month and our new Committee has been voted in. Now down to business:

We are on the look- out for another venue for our monthly meetings. Criteria include:

1/ A place where a meal and good conversation can be had prior to the commencement of the meeting.

2/ A space that is separated from other venue uses, this ensures minimal to nil noise issues.

3/ A location that is central for our members. Please let the committee know of any possible options so we may investigate and trial some venues in early 2023.

I look forward to some suggestions.

Christmas is almost upon us! Our Christmas Brunch and Secret Santa will again be held at Stirk Park,

Kalamunda. **WHEN: Sunday 11th December at 10am**, BYO everything including a Secret Santa gift to the value of \$15.

Our December meeting was voted to be cancelled and that means our next Club Meeting will be in January.

In previous years this meeting occurred on January 26th at Shelley Beach brunch but change is everywhere and we moved to a private residence for Breakfast gathering and meeting over the last few years.

Watch this space and note in your diary that the plan for Jan 2023 meeting is still a breakfast brunch on the 26th Jan – venue to be determined.

So, finally, thanks for your faith in voting for me as your President. I wish you all a safe and joyous Christmas and New Year.

I look forward to many conversations with you all over the year and sending my report to you all from the many locations that Tony and I will be traversing over the coming year.
New Zealand RAID in Feb/Mar, 2CVWorld Meeting Switzerland in June/July.

Keep safe
Cheers

Elizabeth Willison
ACE President 2023/24

Annual General Meeting WRAP

This was a very important AGM as some of the driving forces and our foundation members of ACE are Octonarians.

So it was time for others to step up and take on roles and responsibilities to continue on with the great work that they started when the club was formed.

The club has such a rich history and that needs to be honoured and continued.

Bob Senn and Greg Bracegirdle have been fantastic contributors to ACE for a very long period of time.

Unfortunately recent health issues have restricted them both from being as active as they once were. The club holds you both in the highest regard and respect for the contributions you have both made to ACE over many years.

It would be fantastic to see you both at the Christmas party in Kalamunda if you can make it, no pressure.

All positions were declared vacant....

Elizabeth Willison was nominated for President and has accepted the role.

Was great to see Elizabeth step into the role once again.

Ralph Hibble will remain as Vice President, thanks Ralph it's great to maintain that in-depth history and knowledge on the committee, everyone appreciates your continued contribution.

Jacques Perriaz and Denis Conway have taken on committee roles

Normally our General Meeting Minutes are mailed out separately by the secretary, however since this was our AGM a copy is posted below with financial statements.

ACE 2022 Annual General Meeting Minutes

Meeting held at The Curry Hut on 15 November 2022

ATTENDANCE

As recorded in the Register`

MEMBERS

**Ad Zuiderwijk (T), Uta Conway, Denis Conway, Ralph Hibble (VP) Elizabeth Willison,
Tony Willison, Peter Rasmussen (S), Jacques Perriraz (404 & CMC), Dylan Webb, Jeanette Byrne, Jean Murray**

APOLOGIES

**Andre Vogel, Jocelyn Hewer, Jack Gibney, Rod Spargo, Frank La Penna, Greg Bracegirdle,
Nina Bracegirdle, Peter Van Alkemade, Renne de Waard, Matthew Olejnik, Scott Baumgarten, Tom Newsome, Ronald Bower, Howard Isaacs, Bob Senn, Errol Schwenger**

GUESTS

Danny Byrne

1/ Vice President Ralph Hibble opened the meeting at 8.14pm and welcomed all those attending, both members and guests. It was noted that President Bob Senn and Committee member Greg Bracegirdle were both absent due to ill health and we send our best wishes to them.

2/ CONFIRMATION OF MINUTES

The minutes of the previous Annual General Meeting which was held on 16 November 2021 at The Mighty Quinn Tavern have been emailed to members during the month following.

The minutes were resolved as true and correct:

Proposed by PR seconded by AZ. Carried.

3/ BUSINESS ARISING

None

4/ REPORTS

Secretary's Report was presented by PR

The report was accepted. Moved by DC, seconded by TW . Carried

5/ TREASURER'S REPORT

AZ gave a verbal report and distributed a financial report for the calendar year thus far.

AZ advised that a full year (1 July 2021 - 30 June 2022) financial report will be tabled at our next General Meeting.

This report was accepted. Moved DC. Seconded TW. Carried.

6/ ELECTION OF OFFICE BEARERS

All positions were declared vacant and nominations were called for President. EW was nominated by UC, seconded by JB. Carried.

RH was nominated for Vice President by PR, seconded by JB. Carried.

AZ was nominated for Treasurer by JP, Seconded by PR. Carried.

PR was nominated for Secretary by JB, seconded by UC. Carried.

DC, JP and JB were all nominated for Committee positions by PR, AZ and UC respectively. Seconded by AZ, TW and AZ. Carried.

7/ GENERAL BUSINESS

It was decided the Christmas celebration would be held at Stirk Park, Kalamunda on

Sunday 11 December at 10.00am, as a BYO everything brunch, followed by a Secret Santa gift giving to a maximum value of \$15.00.

No General Meeting will be held in December.

8/ NEXT MEETING

The next General Meeting will be held on Australia Day, 26 January 2023.
Venue TBA

9/ CLOSURE

The Vice President thanked all for attending, and closed the meeting at 9.00pm

Financial Statement 2021 / 2022 30th June ACE General Account

	A	B	C	D	E	F	G	H	I	J	K	L	M
1	ACE FINANCIAL yr 21/22 OVERVIEW OF BENDIGO BANKSTATEMENTS.												
2	Compiled by Ad Zuiderwijk, on nov 27/22 acting treasurer.												
3													
4	STATEMENT	47	48	49	50	51	52	53	54	55	56	57	58
5	MONTH ENDING	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MARCH	APRIL	MAY	JUNE
6	OPENING	9980.62	10210.7	10431.04	10159.22	10220.3	10260.39	10260.47	10260.56	10260.64	9896.28	9766.87	9826.95
7	INTEREST	0.08	0.09	0.09	0.08	0.09	0.08	0.09	0.08	0.08	0.09	0.08	0.08
8	INTEREST	230	297.25		61	40						60	1370
9	OUT		-77	-271.91						-364.44	-129.5		-101.35
10	CLOSING	10210.7	10431.04	10159.22	10220.3	10260.39	10260.47	10260.56	10260.64	9896.28	9766.87	9826.95	11095.68

Financial Statement 2021 / 2022 30th June ACE RAID AUSTRALIA Account

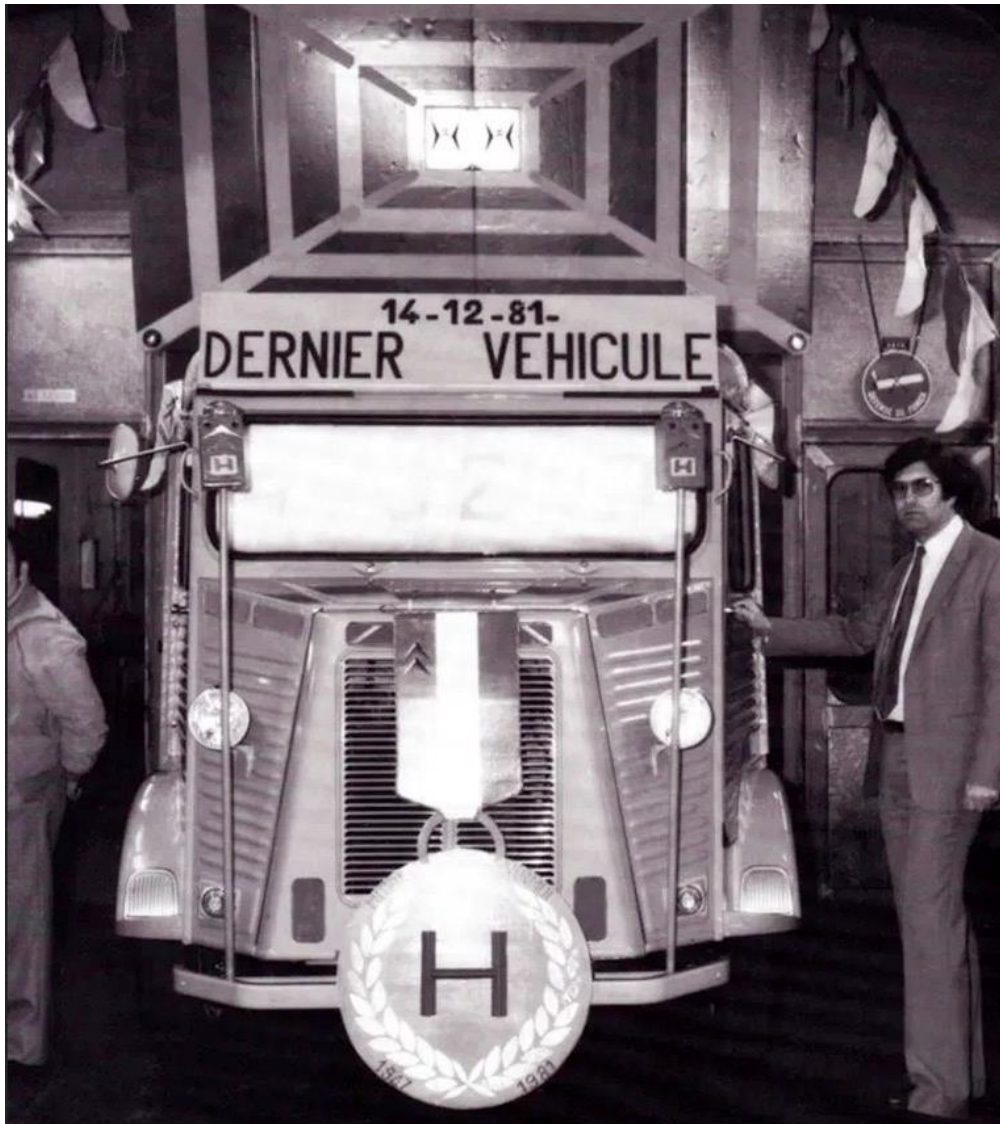
	ACE Year Ended 30 June 2022						
	Bendigo Acc ***115						
1/7/21	Interest			0.29			
30/7/21	Refund John Brennan						1300.00
1/8/21	Interest			0.29			
1/9/21	Interest			0.29			
1/10/21	Interest			0.27			
1/11/21	Interest			0.29			
1/12/21	Interest			0.27			
1/1/22	Interest			0.29			
1/2/22	Interest			0.28			
13/2/22	Refund Bill Shanklin						650.00
21/2/22	Refund Chevalier						1950.00
24/2/22	Refund Swiss?						1299.99
1/3/22	Interest			0.25			
1/4/22	Interest			0.25			
1/5/22	Interest			0.25			
1/6/22	Interest			0.25			
28/6/22	Refund Spain?						622.99
				3.27			5822.98
	Reconciliation ***115 (RAID)						
	Opening Balance			34898.74			
	Interest Received			3.27			
				34902.01			
	RAID refunds			-5822.98			
	Closing Balance			29079.03			



The last HY Van left the factory 41 years ago.....



It was on December 14, 1981, that the last Citroën Type H, developed as a simple front wheel driven light truck after World War II, rolled down the assembly line in the Aulnay sous Bois factory, just northeast of Paris.



A total of 473,289 were produced in 34 years in factories in France and Belgium.



Type-H prototype.

Citroën engineers and designers, spearheaded by André Lefèbvre, worked on 8 projects and only the last one was developed, giving it its name: "H".

Most Type H vans were sold as model HY. Other models include H (early versions), HX (lesser load capacity), HP (flat-bed pick-up), HZ, and HW (greater load capacity). For a time they were also sold as model 1600. When used by the police, it was called "panier à salade" ("salad basket").



André Lefèvre,, the principle engineer of the Traction Avant, began his career as an aviation engineer working for Gabriel Voisin. He was also a racing driver and race car designer, and won the 1927 Rallye Monte Carlo. He joined the Renault in 1931 but with a tenuous term working under Louis Renault was hired in 1933 by André Citroën for the hurried development of the Traction Avant. After the death of Andre Citroën in 1935, he continued his work at Citroën on the 2CV, DS and Type-H.



Like the Traction Avant, the H had a unitary body with no separate frame, front independent suspension, and front-wheel drive. For a commercial van, this combination provided unique benefits – a flat floor very close to the ground, and 6 ft (180 cm) standing height, with a side loading door.



The distinctive corrugated bodywork used throughout the period of production was inspired by German Junkers (Aircraft) starting from the First World War until the 1930s.

Henry Ford also adopted this construction for the Ford Tri-Motor passenger aircraft. The ribs added strength without adding weight, and required only simple, low-cost press tools. The flat body panels were braced on the inside by 'top hat' box sections, at right angles to the ribs. The welded floor was strong enough to support livestock.



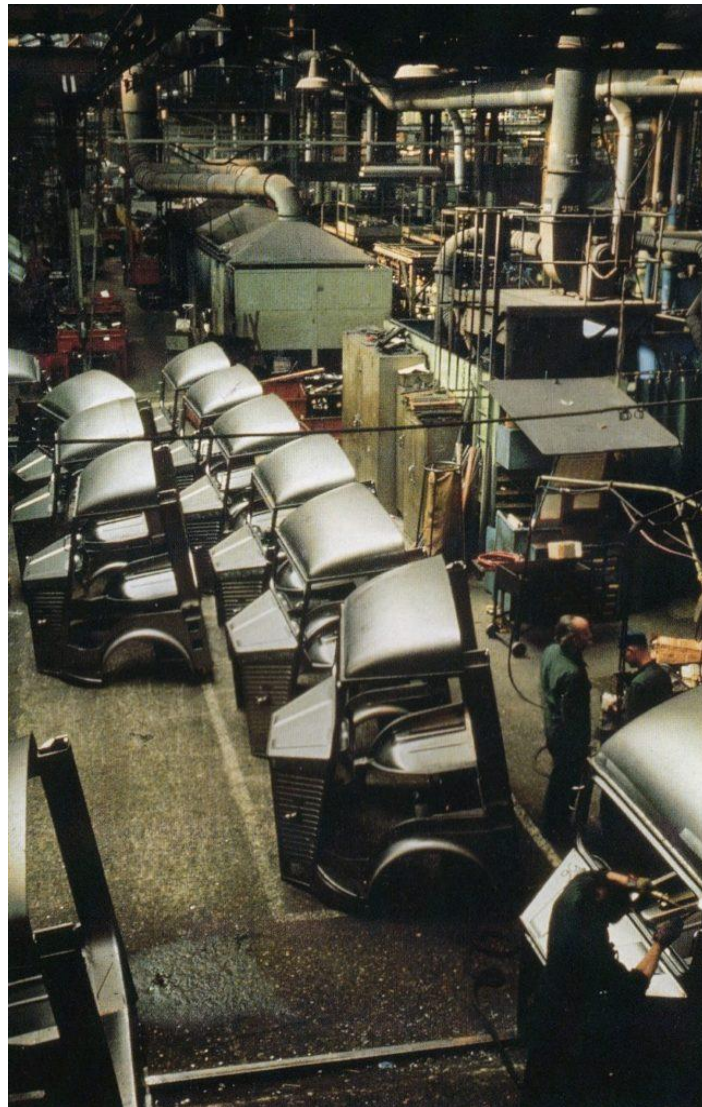
Most H Vans were sold in France, Belgium and the Netherlands. At the Slough factory in the UK a very small number of right hand drive versions were built. In the USA, the H Van could not be sold in the US as a commercial vehicle after 1964, due to the Chicken tax (a 25 percent tariff on light trucks imposed in 1964 by the United States under President Lyndon B. Johnson in response to tariffs placed by France and West Germany on importation of U.S. chicken).

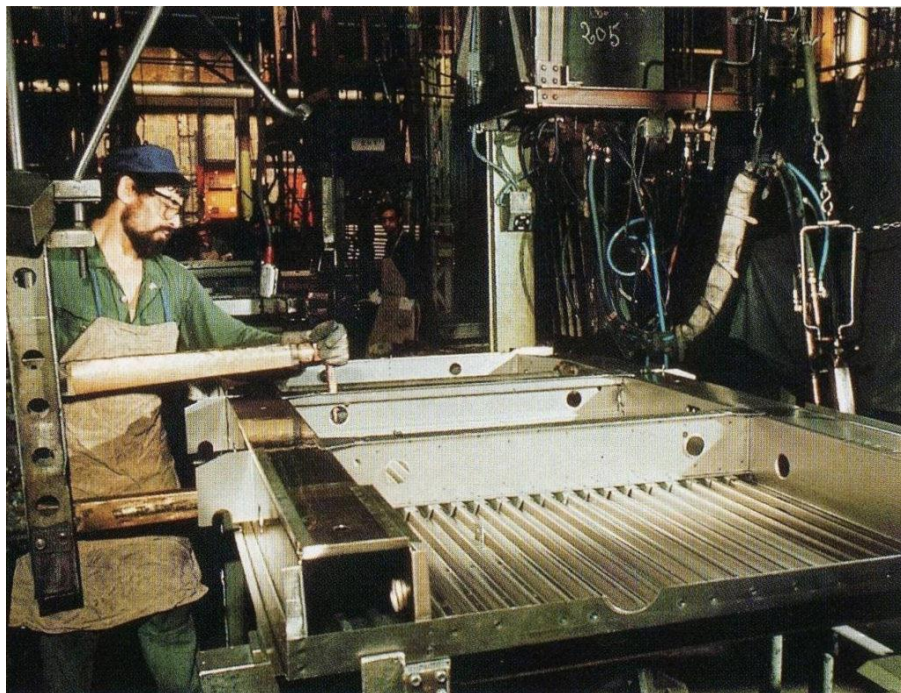
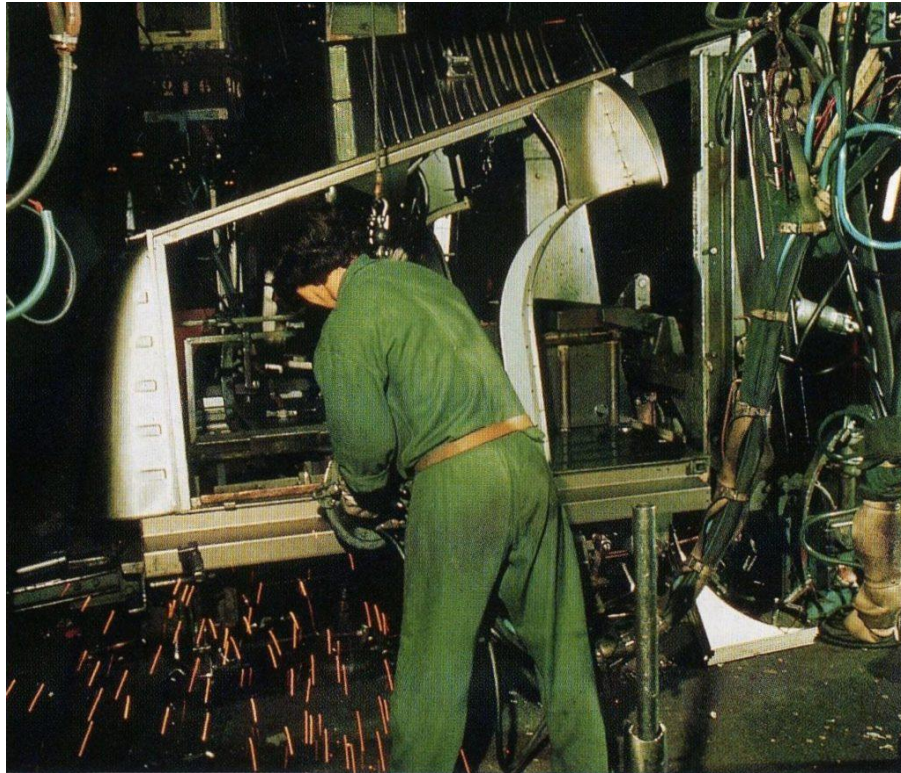
The engine and gearbox are nearly identical to those in the Traction Avant and later the DS, only mounted with the engine in front of the 3-speed gearbox (non synchromesh on first gear) giving a modest top speed of just under 100 km/h. The headlights came straight from a 2CV, while speedometers were successively borrowed from the Traction Avant and the Ami 6.

The chassis and suspension layout provided good road-holding qualities for a van of the era, especially on the short wheelbase version.

The basic design changed very little from 1947 to 1981. Vehicles left the Citroën factory with only three body styles: the standard enclosed van, a pick-up version, and a stripped-down body which went to non-Citroën coach-builders and formed the basis for the cattle-truck and other variants

The basic version had an overall length of 4.26m, but vehicles were also available in a LWB version with an overall length of 5.24m.





In September 1963 the earlier style rear window – a narrow vertical window with curved corners – was replaced with a square window the same height but wider. The hood was modified to give two additional rectangular air intakes at the lower edges, one for a heater, the other merely for symmetry.

In early 1964, the split windscreen used since 1947 was replaced with a single windscreen, while in late 1964 the chevrons on the radiator grille, previously narrow aluminium strips similar to those on the Traction Avant, were replaced with a larger version of the three-dimensional pointed style of chevrons found on the DS.



Pre-1964 H Van with split screen windshIELD.





November 1969 the small parking lights were discontinued, the front turn signals were recessed into the wings, and the shape of the rear wings was changed from semi-circular to rectangular.

Rear hinged 'suicide' front doors were used until the end of production in 1981, except on vehicles manufactured for the Dutch market where conventionally hinged doors were available from 1968 onward.

The Type-H has become an automotive icon with prominent roles in films and videos and is sought after by mobile vendors to be their "chic" store on wheels. As a celebratory salute to the longevity and recognition of the H Van, we are pleased to offer this photo galley of food truck configurations:

These H vans have been sought after as food trucks and coffee vans.

So much so that there are several Chinese companies that manufacture copies of H vans fully kitted out as Food trucks.

These are manufactured with fibreglass composite bodies and are generally fitted with a golf buggy petrol or electric engine. This allows these food vans to be transported on a trailer and then positioned in shopping centres or entertainment precincts using the small motor & drive line.

Depending on the fit out these Chinese jobs run from say \$15K to \$30K.

So next time you purchase a coffee / ice-cream or a baguette from a H Van give it good knock to see if its metal or fibreglass and have a good look at it.







Article credit Citroenvie.



	FOR SALE	
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Citroen C3 Pluriel, For Sale



One owner - very good condition - always reliable. With complete history.

2005 'Elegance' model. 165K kms

1.6L Petrol. Senso Drive transmission. Excellent safety and security features.

'Bleu Paname' - (colour unique to the Elegance Pluriel).

Purchased new by us in Perth - original sales documents and handbooks etc included.

The Elegance model has leather upholstery and steering wheel, retractable mirrors, silver arches and side trims.

Car always garaged, well looked after and serviced - including by Bob Senn. All records included.

Fitted with a factory tow bar with which it has towed a little Teardrop camper on many happy travels - and still going strong!

Also included is a rare original tonneau cover – never used and still unopened in package

. Retractable roof has always worked well and never leaked. Only a few small scratches and signs of general wear - and never been in an accident. Still a real head turner.

Nowadays we really don't use the car enough anymore - time for someone else to enjoy.

Full rego till August 2023. (Current plate UFU 127 not included - we will provide new plates).

We live near Augusta - happy to take your calls and show vehicle by phone camera etc - or go for a drive to say, Bunbury, to meet up with a prospective new owner.

Club Price \$5,600

Please Contact: Andre Vogel 0403 159 344



MEMBER CONTRIBUTED ARTICLE



People may recall we did an article last month on Elizabeth Willison's 2CV that had engine and gearbox issues on their way home after the Raid.

So, for those that are interested here is what has transpired and what the issues were.

The engine oil leak appears to have been caused a loose fitting somewhere. It appears that some of the fitting's for the Oil Pressure and Oil Temperature Gauges may have just worked loose on the actual raid with all the corrugations. These gauges would have been plumbed into the engine somewhere near the sump or oil filter and when loose and under pressure they will pump out oil.

That is then spread everywhere when traveling at speed.

So, all the fittings were tightened up and sump plug also tightened along with oil filter and no sign of any leaks or other major engine issue.

The engine and gear box were removed from the car to make separating the gearbox from engine easier.

The gear box has some damaged bronze synchromesh rings and some bearings that require replacement. So, while its out of the car it may as well be a full gear box rebuild.

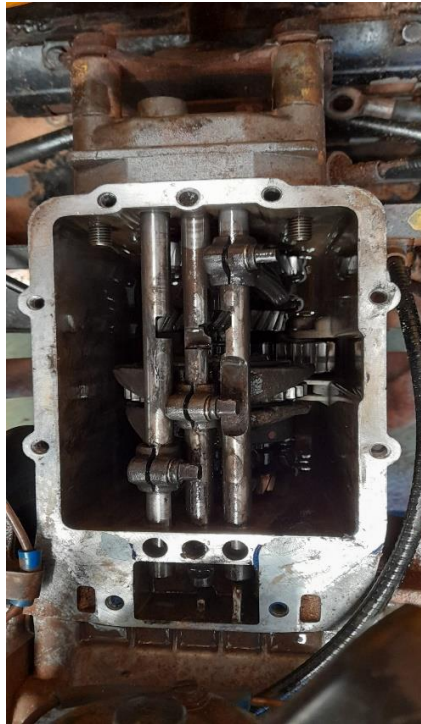
The clutch assembly also requires replacing, so parts will be ordered by Elizabeth.

In the interim Elizabeth has borrowed a gearbox from Ralph.

Note: For those that may not be aware ALLWAYS use API GL4 grade gearbox oil in a 2CV or any early model vehicle that has Bronze Synchro rings
I have had 2CVs with a scratchy gear change and have dropped the oil and put new GL4 grade 80 Weight in and it's made a hell of a difference.

I came across an article by Graeme Dennes a few years ago and this explains it in more detail why API GL4 is correct for a 2CV ("OILS AINT OILS")

The article is below.....



Thanks to John Freeman and his detective work we have found an unscrewed synchro mesh - maybe 2nd gear. Unable to wind this into place with the gearbox in the car.

Plan - take the engine out and separate the gearbox to fix it.



After we did this, we noted an engine mount had broken and the clutch was worn.

WHY USE AN API GL-4 GEARBOX OIL IN THE 2CV?

By Graeme Dennes

Why use a what Baldrick??

This is a brief discussion on the reasons why we should use a service classification grade GL-4 oil in the 2CV gearbox. Specifically, it relates directly to the operational life of the synchromesh components in manual gearboxes!

American Petroleum Institute (API)

The API was founded in March 1919 and oversees the certification of industry standards for the petroleum industry in the USA. API Specifications are used worldwide by vehicle manufacturers.

API GL Classifications

Some confusion can occur with API gear lubricant (GL) classifications. It is often presumed that an API GL-5 oil may be used wherever an API GL-4 requirement has been specified.

Although this may be true for a gear oil, i.e., the oil which lubricates rolling/rotating steel gears, API GL-5 oils are not suitable for all gearboxes including those with synchromesh parts which usually consist of yellow metal alloys such as brass and bronze. A GL-5 oil may meet the gear oil specifications but not the gearbox oil specifications. Further, the API GL-4 and GL-5 classifications don't discuss synchromesh components.

Background

In earlier days, additives based on lead compounds were used in gear oils to reduce wear in highly loaded steel gears. However, lead is not very user friendly and was later replaced by a sulphur/phosphorus mixture. Gear oils for steel gears used the sulphur/phosphorus mixture to create an iron sulphide layer on the surface of the gear teeth which is a strong sacrificial layer designed to be worn off over the life of the lubricating oil, thus protecting the gears from high loads, shock loads and abrasive wear.

This type of gear protection method resulted in a problem in that the sulphur being used was active and caused corrosion of yellow and other soft metals inside gearboxes. This happened because active sulphur reacts with some metals and metal alloys, especially those such as brass and bronze which contain high percentages of copper, and form metal sulphides which corrode the yellow and other soft metals.

A generation ago, de-activated or buffered sulphur was developed. Combined with the phosphorous, it continued to provide the protective and sacrificial layers inside gearboxes as before, but without the corrosive damage to the brass, bronze and other metal alloys used in gearbox components. Today, de-activated sulphur is widely used in vehicle transmission oils and gear oils. All fixed? Well, no...

Baldrick, does GL-5 supersede GL-4? Although de-activated sulphur may be used in a gear oil and is safe for yellow metals such as brass and bronze, it does not address the question of whether a GL-5 grade oil supersedes a GL-4 grade oil, and further, whether a GL-5 product can be used in all gearboxes, including those with synchromesh parts. A GL-5 grade oil has high EP (extreme pressure) protection. EP gear oils contain additives to prevent metal surfaces from cold welding under the extreme pressure conditions found in situations where boundary lubrication prevails. At the high local temperatures associated with metal-to-metal contact, EP additives combine chemically with the metals to form a surface film that is ductile enough to prevent the welding of opposing surfaces and to prevent scuffing or scoring that is destructive to sliding surfaces under high loads.

The main difference between GL-4 and GL-5 gear oils is in the amount of EP additives included. Sulphur/phosphorus products are used as the EP additives to prevent the occurrence of micro welds on the gear flanks at the local high temperatures which prevail in EP circumstances (temperatures well in excess of 800°C). GL-5 has roughly twice the amount of EP additives compared to GL-4, which is why a GL-5 oil is often specified for use in high-pressure situations such as in front axle and rear axle differentials.

So, what is the problem Baldrick? Under normal operation, the sulphur/phosphorous additives in the GL-5 gear oil form a black sacrificial coating on the gears and all other metal surfaces. As the gears turn, the sacrificial coating of the additives is peeled off or worn off. This is normal and acceptable in all steel gears and is the basis of the EP protection. But when one or more of the coated surfaces in the gearbox is brass or other soft metal, the bond strength between the sacrificial coating and the soft metal is much stronger than the inherent strength within the soft metal itself, and so instead of just the coating being peeled off as it does with steel parts, it takes (drags!) with it a few microns of the softer metal. Yes, from the synchromesh parts! Ouch!! An API GL-4 gear oil of any given viscosity has about half the level of sulphur/phosphorous additives that would be in the API GL-5 product, so the bond between the sacrificial coating and the metal surfaces inside the gearbox is not as strong with the GL-4 oil, and therefore it can be peeled off without peeling off a layer of the soft metal.

This means that the GL-4 product provides a little less extreme pressure protection for the gearbox steel parts than a GL-5 oil but results in less wear (metal removal) of the yellow metal components. When a GL-5 oil is used in a gearbox with synchromesh, a molecular analysis of the used oil shows that it can contain up to four times the amount of (peeled-off) copper as compared with a GL-4 oil. Using a GL-5 oil, synchromesh parts will eventually wear to the point where they become ineffective, i.e., the synchromesh components become worn out, even though the rest of the gearbox parts are fine, and all because of the EP additives in the GL-5 oil. Very nasty.

In summary: The corrosion issue between sulphur and yellow metals was resolved by using deactivated sulphur. However, the need continued for more extreme pressure protection for steel gears, reaching the high EP levels provided by today's GL-5 oils. Unfortunately, the EP additives attach more strongly to the brass than the

brass does to itself, causing a small layer of brass to be ripped off with every gear change. To prevent this, oil which meets only the GL-4 specification should be used whenever possible in manual gearboxes to minimise the wear on the synchromesh components. Your 2CV will thank you for using a GL-4 oil in the gearbox by providing a longer service life! To conclude, only use a GL-5 oil in your manual gearbox if the vehicle manufacturer so specifies.

Reference:

<https://www.penriteoil.com.au/knowledgecentre/Gear%20Oil%20Industry%20Specifications/83/gear-oil-industry-specifications--- API/256>





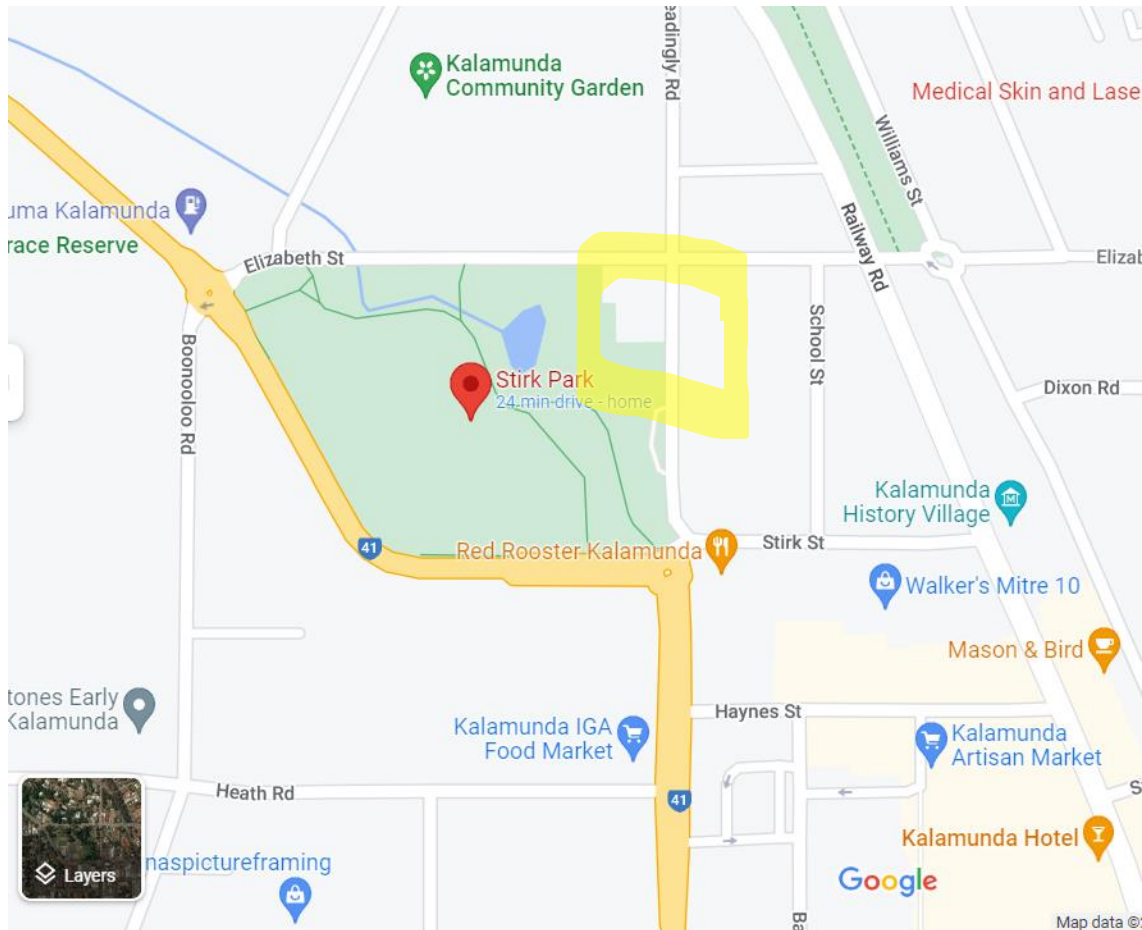
ACE CHISTMAS PARTY



It is that time of the year again

ACE Christmas Party / Brunch

Sunday 11th December at Stirk Park, Elizabeth St & Headingly Rd, Kalamunda from 10.30am.



Bring a plate to share

BYO picnic Brunch / Drinks / Chair and a secret / stealing Santa present to **max \$15** wrapped ready to go under the Christmas tree. Always a lot of fun and a great start to the Christmas season, look forward to seeing everyone there.





GENERAL NEWS




Ace member Jean Murray with Mark McGowan, picture was taken at the Have Ago event, that was down at Burswood for Seniors week I think and the photo was taken somewhere near the MG car display



 **Seniors Recreation
Council of WA Inc.**

Have a Go Day 2022

A 'LiveLighter' Event
Wednesday 9th November
Burswood Park,
Great Eastern Hwy

**30 YEARS IN
BURSWOOD PARK**

**30TH
ANNIVERSARY**
HAVE A GO DAY 2022
a LiveLighter Event


DRESS TO PARTICIPATE



Folks may recall our last issue with Glynis Robinson who we met with the Raid crew in Corrigin and she had a cottage we featured.

Her husband Brian is restoring an ID20 and she has sent in a few pics and progress report, its going to be a great car once completed.

Hello Dennis,

Here are a couple of photos of the ID20 that Brian is slowly restoring. Along with a lot of dust.

Brian has started to get back into buffing the panels.

He was held up at the start of winter, it was starting to get too cold.

However he managed to just get the painting done before the wet.

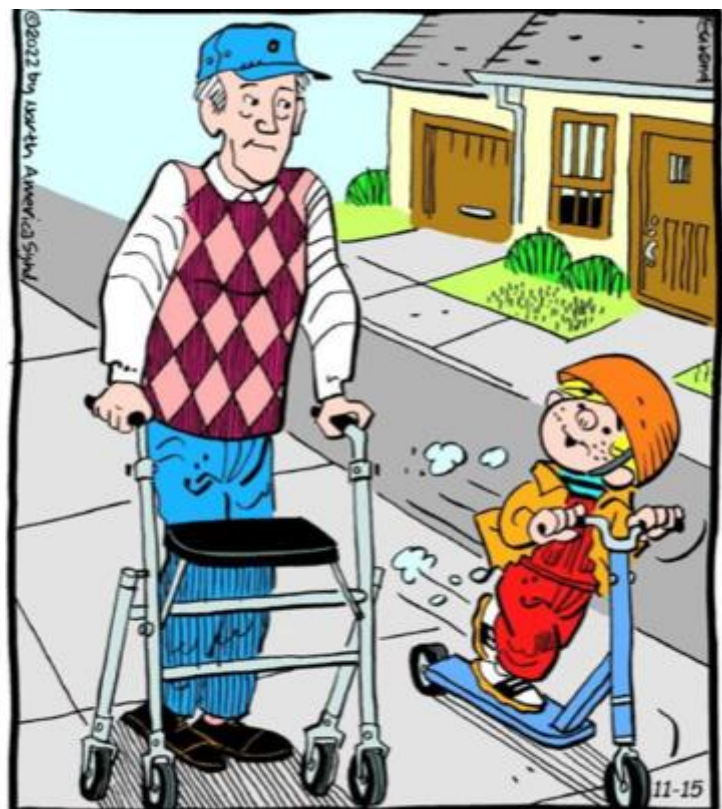






"OKAY, LADY...ABOUT THE FOOD IN THE BASKET. WE CAN DO THIS THE EASY WAY, OR THE HITCHCOCK WAY."

Always
listen to your
heart. It may be
on your left, but
it's always
right.



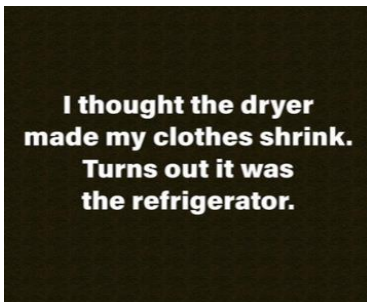


"Public drinking fountains with complimentary splash guards. ... Is this a great country or what?!"



"It was very large. It lived millions of years ago. And it went that away!"





Gilbert Shelton's

ADVANCED INTERNATIONAL
MOTORING TIPS

Great moments in *STYLING* :



DELAGÉ 15-5
8 cyl. inline; 1934



PANHARD "DYNAVIA"
Experimental; 1940



VELETO (1981)
49cc. NO LICENSE NEEDED

THIS WEEK:

FRANCE

le pays de l'Amour

THE FRENCH PUT THEIR TRAFFIC LIGHTS ON THE **NEAR** SIDE OF THE INTERSECTION, MAKING IT IMPOSSIBLE FOR THE FIRST CAR TO SEE THE SIGNAL! TO COMPENSATE FOR THIS THEY PUT A TINY DUPLICATE SET OF LIGHTS DOWN AT THE DRIVER'S EYE LEVEL!

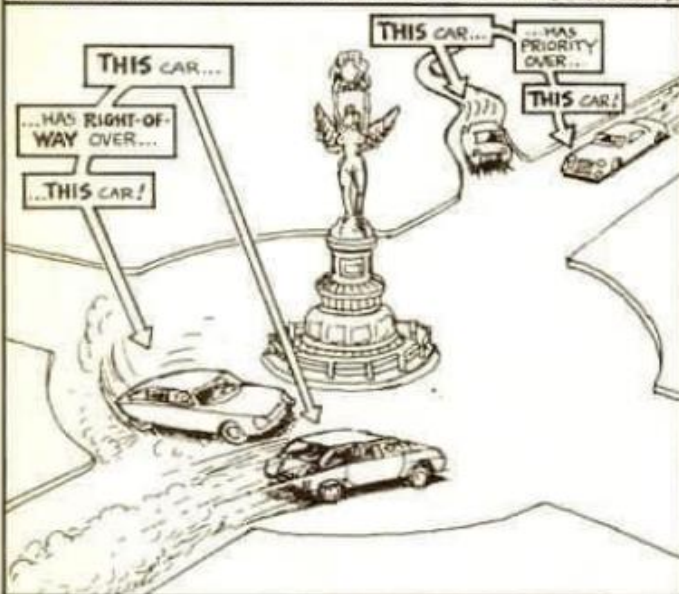


THE MAXIMUM LEGAL SPEED IS 130 KILOMETERS PER HOUR (81 1/4 MPH). THE FASTEST SPEEDERS YET CAUGHT BY THE FRENCH POLICE WERE GOING 235 KPH (147 MPH) ON THE EXPRESSWAY, AND 140 KPH (112 MPH) IN PARIS.



The rapidest French-made car is the RENAULT TURBO (240 km/h)

LIKE ENGLAND, FRANCE HAS **TRAFFIC CIRCLES** TO HELP TRAFFIC FLOW AT BUSY INTERSECTIONS. THE FRENCH, THOUGH, HAVE GOT THE CONCEPT **BACKWARD**: THEY GIVE THE RIGHT-OF-WAY TO THE CARS **ENTERING** THE CIRCLE. THE CAR ON THE **RIGHT** ALWAYS HAS **PRIORITY**.



THE MOST IMPORTANT CONCEPT IN FRENCH AUTOMOBILE DESIGN IS **COMFORT**; ESPECIALLY, A **SMOOTH RIDE**. THE CAR MUST BE CAPABLE OF TRAVERSING EVEN THE MOST PRIMITIVE OF ROADS WITHOUT JOLTING ITS PASSENGERS.

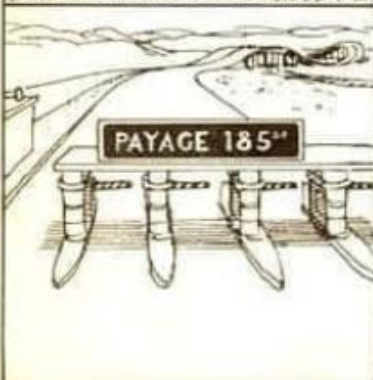


THE CITROËN DS MODELS HAVE AN ADJUSTABLE AIR-OIL SUSPENSION THAT CAN RAISE THEM 13" ENABLING THE AUTO TO ADAPT TO A WIDE RANGE OF ROAD SURFACES

THE CITROËN 2CV, STILL BEING MADE, MUST BE ONE OF THE WORLD'S SLOWEST CARS WITH ITS 605cc ENGINE. THE TWO-CYLINDER, AIR-COOLED VEHICLE IS TOO SMALL TO HAVE EMISSION CONTROL DEVICES, HENCE IT IS UNAVAILABLE IN U.S.



THE FRENCH HAVE A MAGNIFICENT NATIONAL SYSTEM OF EXPRESSWAYS BUILT A FEW YEARS AGO BY THE GOVERNMENT, WHICH THEN, IN AN UNUSUAL ACT OF REVERSE SOCIALISM, SOLD THE ROADWAY NETWORK TO PRIVATE OWNERS, WHO NOW CHARGE THE USERS APPROXIMATELY DOUBLE NORMAL TOLL.

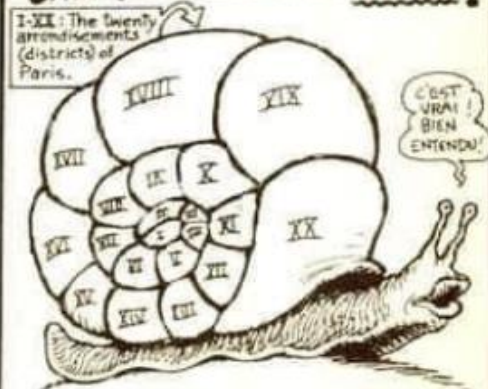


MY TOURIST GUIDE TOLD ME THAT THE GAS STATION ATTENDANTS EXPECT TO BE TIPPED! HOWEVER, I NEVER SAW ANY OF MY FRENCH FRIENDS TIP ONE.



MAYBE THAT'S WHY ALL MY FRENCH FRIENDS' CARS SEEM TO RUN SO POORLY.

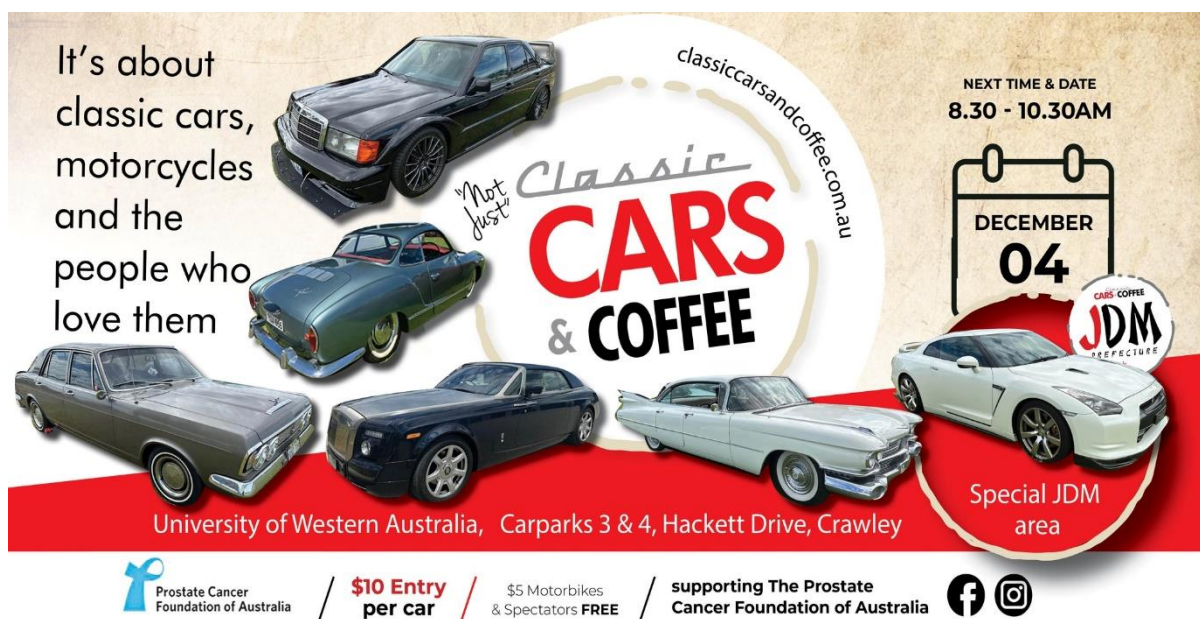
CAN YOU BELIEVE THIS?



THE PLAN OF THE CITY OF PARIS IS LAID OUT IN THE SHAPE OF A GIANT ESCARGOT!!

	FUTURE EVENTS	
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SUNDAY, 4 DECEMBER 2022 FROM 08:30-10:30 UTC+08
December 4th Classic Cars & Coffee
The University of Western Australia



It's about classic cars, motorcycles and the people who love them

Not just **Classic CARS & COFFEE**

classiccarsandcoffee.com.au

NEXT TIME & DATE
8.30 - 10.30AM



DECEMBER **04**

JDM PERFECTURE

Special JDM area

University of Western Australia, Carparks 3 & 4, Hackett Drive, Crawley

Prostate Cancer Foundation of Australia / **\$10 Entry per car** / \$5 Motorbikes & Spectators **FREE** / supporting The Prostate Cancer Foundation of Australia

This is always a great show to start off the Christmas and holiday season.

If you have never been to Classic Cars and Coffee, it is a must do event on a nice Sunday morning.

Entry is free if you just want to walk around and view all the fantastic cars on display.

If you would like to support and enrich the event, take your car along and display it, cost is just \$10, and all money raised goes to prostate cancer research.

Great way to give the car a run on a Sunday morning and also gives the event fresh blood with different cars turning up each month.

You will meet some great people and see some great cars.

Its also a good starting point before you go to a Sunday bruch or a drive allong the coast.

Northam Vintage Swap Meet + Show and Shine Car Event



Presented by the Avon Valley Vintage Vehicle Association

Saturday 18th Feb 2023

From 7.30am – 10.00am

Selling: Vintage Cars, Trucks, Tractors, Motorcycles, Machinery, Engines, Spare Parts, Collectables, Household Items

Great way to start a weekend, with an early morning drive to Northam, wander the markets and try to find that elusive spare part or just bag a bargain.

Lunch in Northam or a picnic spot.

Good way to blow the cobwebs off the car and give it a good run.

There is generally a good roll up.

RAID NZ 2023

Raid NZ kicks off on the 11th of February 2023 and runs for 5 weeks looks like a great trip.

Elizabeth and Tony Willison are heading over so we look forward to some regular updates and great pictures from NZ.

They will also be re-uniting with some old friends from RAID WA 2022, Andreas and Anke from Germany are also doing Raid NZ in February.

I think we ran the booking details for RAID NZ back in our January/February and March 2022 magazine editions. You generally need to register and book that far out so accommodation can all be planed and locked in.

If your keen you can always touch base with Leslie just in case there is any last cancellation. Below are the details.

RAID KAIMOANA O AOTEAROA!

Kaimoana is a Maori word, meaning Food from the Sea. Aotearoa is the Maori name for New Zealand.

Come and join in RAID KAIMOANA O AOTEAROA!

Spend just over five weeks on a trip around the North and South Islands of New Zealand. Sampling the many and varied local foods and learn a bit about the people and places.

Enjoy the beautiful scenery from your car and the occasional boat.

While travel by 2CV is preferred, due to the costs of getting cars to and from New Zealand, this will be a 2CV Friends Raid. To enable those who cannot get a 2CV here to join in by hiring a car in this country.

The trip starts in Auckland on the evening of Saturday the 11th of February 2023 with a pre-Raid dinner and finishes with the Final Dinner near Christchurch on the evening of Sunday the 19th of March 2023.

Included in the cost (\$1100NZ pp): some (approximately 6) dinners, travel on the Ferry to the South Island, some (approximately 5) trips, Raid Tee Shirt. There are also approximately seven other optional trips available.

Not Included: Travel to & from NZ, transport of cars to & from NZ, hire of cars in New Zealand, on road costs and insurance for cars, Ferry Picton to Wellington (back to the North Island for those returning there), Ferry to & from Rakiura/Stewart Island, food, fuel, accommodation.

North Island leg only: \$450pp South Island leg only: \$450 pp

For people wanting to return to the North Island, there is Raid Return to Reality, which takes about five days and arrives in Auckland on the afternoon of Friday 24th March. Cost \$350 pp. (Covers cost of ferry and final dinner, but does not otherwise include food, accommodation or fuel, etc, the same as Raid Kaimoana)

Maximum number of cars is 25, so register soon and make sure you are part of this trip.

I AM ALWAYS HAPPY TO HELP ANYONE WHO WOULD LIKE TO COME HERE AT ANY TIME.

Enquiries/Registrations to: lesleyanne258@hotmail.com

Few Pictures below

- 1) Hokianga harbour, Northland
- 2) One of our many waterfalls
- 3) One of our native parakeets
- 4) Fur seals near Kaikoura
- 5) Some birds do not understand the "don't feed the birds" signs.
- 6) Lady Knox geyser, Rotorua.





CLASSIC CAR SHOW 2023 / ASCOT RACECOURSE

From: **CMC Secretary** <cmcwasecretary@gmail.com>

Date: Thu, Nov 24, 2022 at 1:59 PM

Subject: 2023 Classic Car Show

To:

Dear CMC member club

Planning for the **2023 Classic Car Show**, to be held at **Ascot Racecourse** on **Sunday 26th March 2023**, is well underway by Premiere Events (PE) in consultation with the CMC management committee.

The event will include a 'Best Club Display' award and clubs are encouraged to present their members' vehicles within theme settings appropriate for their era and with drivers and navigators in period dress (a la Goodwood Revival). PE would like to do a photo shoot for event marketing purposes and if your club includes members who enjoy dressing in gear appropriate for their vehicle's era and would like to be involved in the photo shoot, please ask them to contact me.

We also warmly invite our historic motorcycle and scooter clubs to bring their two wheeled machines for display - mods and rockers welcome!

There will be a 'People's Choice' award for displayed vehicles whose owners have submitted a nomination form through their club.

PE will shortly be sending a Club Booking Form to all CMC member clubs and are keen to have clubs respond prior to Christmas if possible.

There are a number of other innovations planned that will make the 2023 Classic Car Show an enjoyable and memorable one!

Regards,

Tony Ford

Secretary

COUNCIL OF MOTORING CLUBS OF W.A. [INC]

PO BOX 742

Subiaco WA 6904 WA

M: 0400 202 474

E: cmcwasecretary@gmail.com

CITIN MURRAY BRIDGE SA

Citin Murray Bridge SA is fast approaching so those that have not yet committed and registered, need to do so very soon.

Looks like we have a few ACE people now attending.

I spoke to Liz Pike last week as I wanted to get some additional details on the post Citln run.

They have had 80 people show interest in this run from Goolwa to Renmark, however they can not finalize details just yet because of the recent floods in the area.

Hopefully over the next few months the situation improves and they will post details as soon as possible with full route details and intinerary.

It should be a cracker of a post Citln run with so many people keen to participate.

Club Citroen of SA
17-20 March
2023

2CV 75th
Anniversary
1948
2023

MURRAY
BRIDGE
SA.

The River, the Lakes, the Coorong, the Hills, the Wineries, Monarto Zoo, The Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

The new Bridgeport Hotel in the centre of town overlooking the mighty River Murray will be the event's hub.

Our Cit-In Committee has been hard at work planning a diverse range of activities that are sure to keep you entertained!

Covid-willing, this 54th gathering of combined Australian Citroen Car Clubs will commemorate 75 years since the 2CV was launched in 1948 and continued in production until 1990 with more than 3.8 million 2CVs produced.

Venue and Accommodation

Bridgeport Hotel rooms will be held for Cit-In registrants who book before Christmas in 2022.

To Book Ph. (08) 8532 2002

A selection of alternative options, including motels, B&Bs and caravan parks, will be publicised in the forthcoming brochure.

** Securing accommodation is your responsibility.

Registration

Details of costs etc to be advised

Program

⬆ Friday 17 March

Registration, Welcome Supper and general conviviality and camaraderie

⬆ Saturday 18 March

Show and Shine by the river, Motorkhana, Informal dinner

⬆ Sunday 19 March

Observation run, visit to Monarto Zoo, Formal dinner and Presentations

⬆ Monday 20 March

Bon Voyage breakfast

Post Cit-In Run

20—29 March

Join us for “The River Run”, a leisurely journey from Goolwa along the “Mighty Murray Way” to Renmark and beyond, visiting and staying in selected Riverland towns well before the Easter rush on 7 April!

We’ve been North, South, East and West

Cit-Ins - a great way to see our beautiful country and connect with old and new friends.

1969 & 1970	Adelong	1990	Mt Tambourine	2007	Mansfield
1971 & 1972	Adelong	1991	Goolwa	2008	Deniliquin
1973 & 1974	Forbes	1992	Canberra	2009	McLaren Vale
1975 & 1976	Adelong	1993	Perth	2010	Launceston
1977	Beaunesert	1994	Mudgee	2011	Stanthorpe
1978	Beechworth	1995	Bairnsdale	2012	Busselton
1979	Mudgee	1996	Gayndah	2013	Griffith
1980	Stanthorpe	1997	Renmark	2014	Rawson
1981	Canberra	1998	Busselton	2015	Nuriootpa
1982	Adelaide	1999	Shepparton	2016	Echuca
1983	Camden	2000	Jindabyne	2017	Smithton
1984	Ballarat	2001	Tanunda	2018	Dalby
1985	Toowoomba	2002	Richmond	2019	Katanning
1986	Wirrina	2003	Maleny	2020	Cancelled
1987	Canberra	2003	Canberra	2021	Bendigo
1988	Doyalson	2005	Perth	2022	Cowra
1989	Eildon	2006	Dubbo	2023	Murray Bridge

For More Information: Greg Moorhouse 0499 600 841

www.clubcitroensa.org.au



Cit-In Murray Bridge 2023

Club Citroën of South Australia
(Friday 17 March to Monday 20 March 2023)

REGISTRATION FORM

REGISTRATION FEE INCLUDES: Friday evening welcome meal, Saturday breakfast, lunch and dinner, Sunday admission to Monarto Zoo, lunch and dinner, Monday farewell breakfast.

It **EXCLUDES** accommodation, which is your own responsibility

Accommodation should be booked before submitting your registration form.

All rooms at the Bridgeport Hotel in the centre of town (ph. 08 85322002) will be held for Cit-In registrants until early December 2022. Make sure to mention that you are part of the Cit-In group.

The closest caravan park to the Bridgeport hotel (4km) is at <https://murraybridgemarina.com.au>
For other accommodation options, please refer to the Murray Bridge Visitor Information Centre
www.murraybridge.sa.gov.au/discover/visit/vic

REGISTRATION FEES

Final Bookings close Friday 17 February 2023

Date paid	Adult or teenager	No.	Child aged 5 to 12	No.	Child under 5	No.
Prior to 18 Nov 22	\$280		\$95		Free	
19 Nov 22 to 15 Jan 23	\$295		\$95		Free	
16 Jan 23 to 17 Feb 23	\$320		\$95		Free	

PAYMENT METHOD: Please select (with an X)

<input type="checkbox"/> EFT	Payee: CITIN SA 2023 BSB 035034 A/C number 446414 Reference: Your name	\$
<input type="checkbox"/> CHEQUE	Payable to: CITIN SA 2023 Please post cheque with completed registration form to: Colin Carati, Secretary 12 Rutland Ave, Brighton SA 5048	\$
TOTAL REGISTRATION PAYMENT		\$

If paying by EFT, please forward your completed registration form and evidence of payment to citin2023@clubcitroensa.org.au

Refunds will be made at the discretion of the Cit-In 2023 Committee

MY ACCOMMODATION IS BOOKED AT:

My Name:

My Address:

My Phone:

My Email:

My Club:

OTHERS IN MY PARTY

Surname	First name	Age (if under 12 yrs)

EMERGENCY CONTACT DETAILS

Name:		Phone no.	
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SPECIAL REQUIREMENTS (dietary, disabled facility etc):

VEHICLE/S

Make and Model	Year	Registration number

Please direct all Cit-In 2023 enquiries to: President, Greg Moorhouse: phone 0499600841 or email citin2023@clubcitoensa.org.au

CITROEN 2CV WORLD MEET SWITZERLAND

Where: Dele'mont

When: 25th to 30th July 2023



Feel like summer in Switzerland

For full details on this international event visit the web site

<https://2cv2023.ch/event-e/history/?lang=en>

A great club magazine is one with plenty of member participation, stories, requests and personality.

Members, please advise of any car shows or car swap meets in 2022 / 2023 or anything thing else that you wish to see in your magazine.

ACE Members please send in your stories, let us know of any rebuild project or raid preparation projects, so we can do a news story and share the experience.

In addition, any for sale/give away/swap/ wanted ads please submit in word format with some photos in a separate email.

Also, any good maintenance stories or helpful tips to share with other members.

Anything you want to see in your magazine, like articles on Citroen Models / Model History / Engine History etc.

Let us know and we will see what we can come up with. (Even gardening tips!)

It is your magazine let us know what you want to see in it.



	GENERAL MEETING	
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JANUARY 26th, 2023 (Australia Day) GENERAL MEETING AGENDA:

1. Present, Guests and Apologies
2. Amendments and the Acceptance of minutes from previous meeting
3. Business arising from previous minutes
4. Secretaries Report
5. Treasurers Report
6. New Members
7. Past Events Report
8. Future Events
9. General Business
10. Request for motions for next meeting

ACE members, guests and visitors meet on the third Tuesday of each month. The setting is casual to allow for positive interactions between members before and after the formal meeting.

The monthly General Meetings now start at **7.30 p.m.** the **VENUE is TBA**

XXXXXXXXXXXXXXXXXX

This is a casual atmosphere **VENUE TBA**, most members arrive from **6.00 p.m.** to have a meal, or a drink with friends.

Friends and guests are always welcome.

Next Meeting

Thursday 26th January 2023 (Australia Day) BREAKFAST / BRUNCH MEETING VENUE TBA

Tuesday 21st February 2023

Tuesday 21st March 2023

Tuesday 18th April 2023

Association of Citroen Enthusiasts of WA Inc. PO Box 108, NORTH PERTH WA 6906