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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

June 2014

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CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

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. NOTE CHANGE:

CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

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

Club Permit Scheme Secretaries

Peter Dekker and Ferdi Saliba (refer above) are currently the only Secretaries authorised to sign CPS Applications/Renewals. Their signatures are recorded on the VicRoads database. Anyone else's signature (ie Club Secretary) risks rejection of your Application/Renewal.

As club plate holders, each of you have certain responsibilities. These are spelt out in the CPS Handbook (current edition June 2011) which is available from the Association of Motoring Clubs Inc (AOMC - 1/3 Edgecombe Crt Moorabin 3189 phone 3 9555 0133) for \$6 including postage. There have been some amendments and additions (19 November 2013) since this Handbook was published. These can be downloaded from the AOMC website (<http://www.aomc.asn.au/>) and added to your handbook. Please note: The Handbook will be updated in 2014 following the introduction of VicRoads VSI 33 We will advise you when this occurs.

Harcourt, Victoria

Harcourt is a small Central Highlands town located approximately 9 km northeast of Castlemaine, where the Midland Highway meets the Calder Highway. At the 2006 census, Harcourt had a population of 439

Within the park boundary there is an old oak forest which was established by the tanning industry for the acorns. It is home to a World's largest apple. Each year on the March Labour Day long weekend the town hosts "The Harcourt Applefest" - with local produce on sale in stalls, music concerts and several sports on show. Harcourt granite stone is widely used through Australia for soldier memorials, headstones and buildings of historical note.



Harcourt railway station is on the Bendigo line, but has been closed since 1981. The closest operating train station is Castlemaine.

See details for Club Run on June 21



Well, g'day & bonjour to you all,

Again, it's my pleasure to be writing this month's ditty for le Club magazine!

Our May meeting went well if not according to the "game" plan. I'm always buoyed by the numbers present to discuss all manner of things – Citroën or otherwise – indeed we are a cheery lot! Many thanks to Tom and Bernadette for their presentations – with Tom recounting the adventures of the Club travel group in China last year – Chinese pride and verve never cease to amaze me – indeed it is easy to see why they call the 21st century the "Asian Century". That massive viaduct to channel water into Beijing from some 1,300+ klms away - started building 6 years ago and will complete by 2020. It is HUGE. They get on with it! Our polliés would take that long just to scope the scope to start talking about it...! And thank you Bernadette who graced us with her presence – coming all the way from Rosebud – to tell us about her various Citroën adventures and having sold her black C3 to a budding enthusiast. The surprise was that her new car is a Honda – we forgive you Bernadette! Oh, and the games – Peter and I arrived, armed to the hilt, with games... which we didn't play...because the meeting promptly moved over discussion phase. Who wants games when there are Citroëns to discuss!

And what about the D Super that sold at Shannon's auction recently – for \$34.5K – wow. I would guess that the seller (club member) would've been chuffed at making this sale especially considering the previous Car Sales languish time. Just goes to show that you need to focus in a specialist way given the uniqueness of our cars – Shannons being the venue and the Club fostering all things Citroën. And that, is precisely why we band together as enthusiasts under the banner of the CCCV. Without the club, we also wouldn't have the extent of opportunities for personal face-to-face forums to discuss

FRONT COVER

A collection of cars at Rawson Village during Citin 2014
Citin article on page 12.

our cars – whether we are doing a full restore and just wanting to know things about these machines – they are not mere contrivances for transport but expressions of design, engineering (sometimes to gasp at!) and flair that, that according to each of us make for a pleasurable ownership and driving experience. The Club is the sum factor of its members and what helps that along in many ways is the time that the dozen or so people give to the running and organisation of the Club. I mean, look at how fantastic Cit-In was over Easter at Walhalla - this is a tribute to the organising committee. Positive feedback was aplenty – with this event, being arguably, the best ever Cit-In. Anyhow, the point of what I'm saying here is that it's important that events and outings and club running and venue planning and so on – are arranged. Without this, the functioning of the Club would be at a whole different level – and I'm sure you'll agree – not as good as it is now. Now ... I might hear some rumblings out there ... that it could be "better". Yes? We want to hear from you. Heh, t'would be even greater if some of you could contribute time to help with the running of the Club – fresh ideas / new approaches, extending Club appeal to younger Club members. Talk to us, tell us what you reckon, that's what I did when I put my hand up to take on secretarial duties – for me, it was a way to get to know people, cars, techniques and develop an absorbing interest in all things Citroën – after some 30 years of saying "I was gunna". I DID! (All that hitch-hiking in France in the 70's and all those Citroëns ...) So, if you've got a bit of penchant to be involved (and yes, we can't ALL do full restos of D's, CX's and BX's!), talk to us.

Now, if I may, I alight from my soapbox – should've collapsed way before now!

Cordialement, John F

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.

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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 username and the password as indicated below.

Club password for the month: At a recent committee meeting it was decided NOT to publish the password in the printed club newsletter. Members will continue to receive however an email advising them of the new password each month.

New Members

CCCV welcomes the following new members to our family: Richard Brooker, Phillip Jones, Alki Nicolaou, Denise and Clifford Hodson, Damian and Janette McMorrison, Diahann and Peter Lombardozi, Jacinta Ryan, and Beverley White

We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction

As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00

Events Calendar		2014	2014
June	4	Club Night - Panel Beating	December 7
	21	Run & Pub lunch—Harcourt	Big Boys Toys <input type="checkbox"/>
	21-29	Mini Raid-Mungo National Pk.	Essendon Airport. See ad on page 7
July	2	Bastille Night	2015 <u>60th Anniversary of the Citroen DS</u>
	12	Broadford Run & Pub	For more details on club events contact
August	4	Club Night - Speaker on Tyres	John Dorgan on 0428 358 095
September	3	Club Night -Speaker - Italian Wine Tasting	
October	1	AGM	
Denotes a Non CCCV sponsored event.		<input type="checkbox"/>	

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

Forthcoming Club Events

June 21 Club Run.

HARCOURT

For those who do not wish to go the full distance on the Mini Raid to Mungo, we will all travel via back roads through lovely country to Harcourt via such places as maybe: Daylesford, Trentham, Castlemaine etc.

PUB LUNCH HARCOURT TAVERN

1.00PM

Mains \$18.00—\$28.00 Deserts \$8.00—\$9.00



MEETUP: CALDER PARK BP

At 9.30 am for departure at 10.00am

Route map details for all available on the day.



Mini Raid 2014

June 21 to 29

This Mini Raid will visit Mungo National Park, leaving Melbourne on Saturday 21st and returning Sunday 29th. All Citroens are welcome, DS and GS are very suited to this type of country, as well as 2CV's and later cars. The access road from the highway is in good condition, other roads in the area are more suited to 4wd's (and 2cv's). We will take a couple of days to drive up, staying at Marong caravan park on Saturday 21st, after the club lunch at Harcourt.



We will stay in the main campground at Mungo for a couple of nights, then move to the self contained camp at Mungo for a couple of nights. The return journey will take a couple of days staying at a national park or caravan park.



Any enquiries to Peter Dekker 0425 703 899

July 12 Broadford Run

To coincide with Great Victorian Bike Ride.

Meetup at Donnybrook at 9.45am for departure at 10.00am

Lunch at 1.00pm

Full details next issue.



Mini Raid 2014

What is a Raid ?

The first Raid was organised by the Citroen factory back in the 1970's to put young people into 2CV's and take them into Africa.

Since then, enthusiasts have organised Raids all over the world into difficult and remote conditions, the harsher the better !

In Australia the first Raid was organised in 1988 and is held every 4 years. Raids have gone all over Australia from Tasmania to Cape York to Broome to Perth and everywhere in between. Usually Australian Raids are held in desert conditions but have also included mountains and beaches. Raids are 4 weeks long, plus any time needed to get to the starting point and home again. The 2016 Raid will be from Broome to Byron Bay, which for Victorians means a Raid of 6 or 7 weeks.

The 2004 Raid included a visit to Mungo National Park and is one of the reasons the 2014 Mini Raid is being centred there. Mungo is very historic and beautiful, and has some roads through desert conditions which is perfect for anyone not used to driving on dirt or in sand.

ACCOMODATION

Naturally 5 star hotels all the way. Except in the desert and in the mountains. Yes, that means a tent and sleeping bag (or swag) and bring your own table and chairs and cooking equipment and food. I find that a small simple tent is best as you will be setting it up most nights and taking it down next morning. I strongly suggest bringing a ground sheet for the tent and a tarp for putting over the tent if it rains. This means even in adverse conditions the tent is always clean and dry, don't forget extra pegs and ropes.

WEIGHT

For a 2cv, weight is the big enemy. Citroen recommend a maximum weight of 900kg gross for a 2CV, the car weighs 600kg, two people 150-200 kg, plus spare water (10-20l) plus spare petrol (10-20l), plus food, clothes, camping gear You get the idea. Overloaded cars result in broken suspensions especially when combined with speed over rough ground. People driving other Citroens have more flexibility with weight limitations.

COST

For the Mini Raid there is no entry fee, and camping fees in the national parks are cheap. We will stay in a caravan park for a couple of nights.

TEMPERATURE

The Mungo National Park website suggests the temperature will be in the 5 to 20 deg range, so bring some warm clothes and extra doona. Hopefully the weather will stay sunny, otherwise we will have to resort to Plan B.

COME ALONG

Mini Raid 2014 will be held June 21 to 29 and is open to all Citroen enthusiasts driving any Citroen. Contact Peter Dekker 0425 703 899 for further information.



WRC Rally Argentina

By [TSCCNI](#) on May 06, 2014



Next round of World Rally Championship moves to Argentina this week, starting on Thursday May 8th. One point worth mentioning is that nobody on the entry list has won the rally before!

Sebastien Ogier is leading the championship with 91 points from Jari Matti Latvala on 62 and Mads Ostberg on 48 points. Long way to go yet, but it must be comforting for Ogier and VW to have such a good lead already.

First run in 1980 in Tucumán province in the north, when it was known as Rally Codasur. The 1982 edition was cancelled due to the Falklands War between Britain and Argentina. Moved to Bariloche, in the south, in 1983 but found its home in Cordoba in 1984. Argentines are passionate soccer fans and in 2007 a stage was held at the River Plate Stadium in Buenos Aires while Cordoba stadium, home to Talleres, has twice hosted stages and the finish.

Sunday's classic Giulio Césare – Mina Clavero will be run downhill from the top of the mountain into the Traslasierra valley for the first time since 2002.

Based in the lakeside resort of Villa Carlos Paz, 700km north-west of Buenos Aires and 30 minutes from Cordoba city.

Visits three different areas of Cordoba province – Punilla Valley on the first leg, Calamuchita Valley during the second leg and finally the Traslasierra mountains..

Starts with a Thursday evening super special stage on the edge of Carlos Paz which draws huge crowds and is well-liked by drivers. It will be used again on Saturday.

Long stages throughout, including Friday's 51.88km test from Ascochinga across the Sierras Chicas mountains to Agua de Oro. Sunday's final leg provides a sting in the tail with four stages in the stunning but rocky mountains.

CITIN

The CCCV wishes to thank all our sponsors to the 2014 Citin event., held at Rawson You contributed to its great success, and we did appreciate it.



Challenge

The contrast between the fast stages of the gentle Calamuchita Valley, rugged roads in the plains of the Punilla Valley and rocky, narrow mountain tracks. Sandy gravel roads become heavily rutted for the second pass and moving out of the 'rails' can pitch a car off the road.

Many river crossings in the valleys which become wide and deep in wet weather. Early autumn weather in the southern hemisphere brings a risk of fog and ice in the mountains.

Source; [WRC.com](#)



IMAGES MIDDLE PAGES this edition

1962 DS19 Chapron 'Usine' Cabriolet - exceptionally restored and now in virtually new condition and restored using original Citroen NOS parts. Recently appraised by an impartial French expert in classic cars who is also a declared authority on the DS who stated the restoration was "commensurate with the highest level of the original specifications, executed with extraordinary care." In August 2012 a German insurance appraiser gave the vehicle the top condition rating in the class of classic cars. In addition to its meticulous restoration, the hydraulic system was changed to the LHM (green fluid) system which improves the vehicle's reliability and simplifies its operation and maintenance.

For almost 1,400 pics of the car and its restoration process see: [CabioletPicasaPics](#)

A Two-Headed Goat of a 2CV

When the going gets tough, you engage the rear transmission shifter with a fever, fire up the rear-wheel-drive motor and press ahead

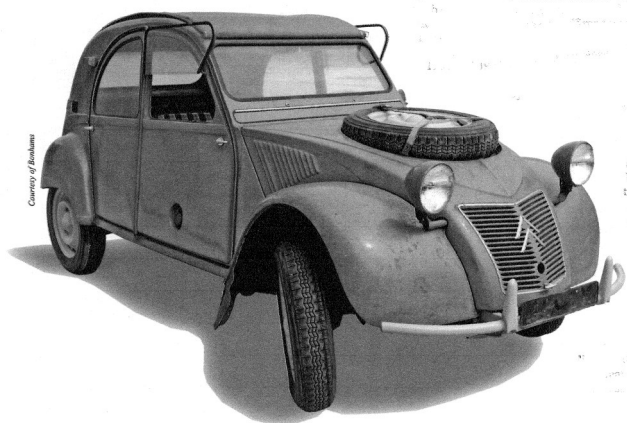
by Mile's Collier

Having handily tripled the low estimate of \$40,000, this little "Deuche," as they call the Citroen 2CVs in France, had to be the surprise lot of Bonhams* Preserving the Automobile auction at the Simeone Museum in Philadelphia, PA, on October 8, 2012. This Sahara sold for an amazing \$142,000, including Trover's commission.

This transaction clearly shows the kind of premium that rare and unusual variants of commonly available production cars can command. Now, let it never be said that the garden variety 2CV, or Deux Chevaux, 2-horse-power being the French fiscal power rating for tax purposes (cheval vapeur — steam horsepower), doesn't have a great deal of appeal in and of itself.

The "escargot" on wheels is redolent with the aura of France; not the France of Cannes or the Cote d'Azur, but of the countryside, of fresh baguettes and vin ordi-naire; of, dare I say it, Inspector Clouseau. I don't recall that Peter Sellers ever drove one of these cars in a Pink Panther movie, but it would have been so apropos. So it is that Citroen 2CVs command a lot of attention, especially in the United States, where their rarity and

charming homeliness elicits the kind of effusive Francophilia subconscious in all Americans since General Lafayette came to visit.



Rarity from abundance

Some 5 million Deux Chevaux were built over the life of the model between 1948 and 1990. Originally conceived in 1938, the car wasn't introduced to the market until after World War II. Designed as an "umbrella on wheels" with the intention of providing farm-to-market transportation to France's small fanners, the "Deuche" was arguably the simplest and cheapest

— yet practical — motorcar ever produced. Under Michelin Tire's visionary ownership, the 2CV incorporated a genius level of innovation and simplicity that still stands as a target to be emulated by product designers worldwide. The car's iconoclastic anti-styling, coupled with its snail-like profile, embodies in its automotive idiom the same brilliantly reductive industrial arts aesthetic of the great mid-century French designers such as Jean Prouve, Le Corbusier, Pierre Jeanneret and Charlotte Perriand.

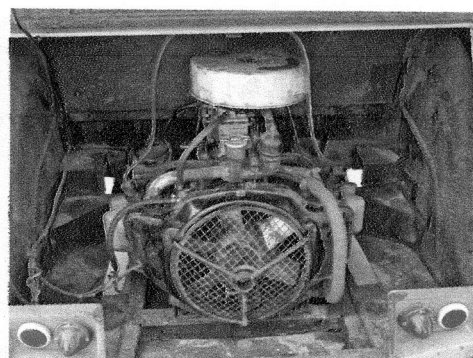
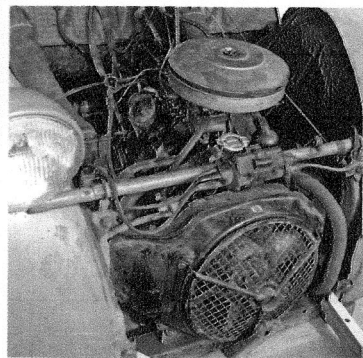
Then came the Sahara, the rarest and most phantasmagoric 2CV variant. Introduced to the press in 1958 — but not placed into production until 1960— the genesis of the Sahara lay in the fore/aft symmetry of the 2CV suspension. In essence, the front suspension and the rear suspension are identical, the front facing forward with leading arms, and the rear to the back with trailing arms.

The springing on each side is shared, having one central coil module connecting that side's front and rear arms. What this all means is that a front-suspension unit with its attendant engine and transmission can be turned around and more or less dropped into the rear of the car, creating an engine-driven rear-suspension module that mirrors the 2CV's normal front-wheel-drive engine and suspension assembly.

Et voila, such a configuration creates a car with all four wheels driven, albeit requiring a second engine for the rear wheels. Because of the bolt-in nature of the concept, the Citroen marketing mavens envisioned a small-but-profitable niche market for off-road-capable 2CVs.

Recall that the original 2CV specification called for a car that could drive across a plowed field transverse to the furrows while transporting boxes of fresh eggs without damage. This soft and generous suspension travel made the 2CV a natural for off-road work without redesigning for more suspension travel or special spring rates.

Ultimately, some 690-plus Sahara 4x4s were built between 1960 and 1965. In Algeria, they performed off-road oil exploration tasks, were used by the Guardia Civil in Spain, by rescue agencies in Switzerland, and across the world in other applications where a small, light four-wheel-drive vehicle was needed, say during summer on Block Island. Naturally, the conversion to a 4x4 was considerably more complex than I have described, as quite a lot of special Sahara bits needed to be designed to make the car a reality. The key



If the front engine (left) is insufficient to the task, simply fire up the rear one for 4-wheel-drive

identifiers of a Sahara are the bonnet inset spare wheel location, the fan cooling opening for the rear engine through the boot lid, and the arched fender openings in the rear fenders. Because of the new rear engine location, fuel tanks were moved beneath the front seats, and fuel filler caps protrude through the bottom of each door.

Love at first sight

I must confess that I was thunderstruck with these goofy cars when, as a young teen, I visited the New York Auto Show during the early 1960s. Citroen had a promotional film showing a quarry in France that was positively crawling with Saharas moving like enraged ants through all manner of nasty gunk.

I have never recovered from the experience. I have had the pleasure of owning two Saharas, and still own one. While they are pretty diabolical to drive on the road, as mechanical confections they supply endless fascination. With 12 horsepower out of the 425-cc, 2-cylinder, air-cooled engine at each end, these are not overly savage power-to-weight-ratio vehicles.

The pleasure lies in the casual contemplation of the Dr. Dolittle-estpe Push-Me-Pull-You power arrangements. The engines operate totally independently of each other, and nothing beats watching people's faces when you start up the second engine with its own independent ignition switch while the first is already running.

The two engines are coordinated only through the throttle linkage, and any synchronization issues are blithely ignored. The car is usually operated on the front engine like a "normal" 2CV, but when the going gets tough, you engage the rear transmission shifter with a lever, fire up the rear-wheel-drive motor and press ahead, madly gripping the bent steel tubing steering wheel while bouncing around on the lawn furniture-like seats. "Chacun a son gout," I say.

Few made, fewer survive

Our subject car is a very fine example of a Sahara.

With fewer than 4,000 miles on the clock, and having never been restored — a particularly big issue with Saharas, as they have so many unique trinkets and bits that restorations usually make do with ordinary two-wheel 2CV parts at huge cost to originality — this was a Sahara to have.

Like two-headed goats and other such exotica, twin-engine cars are incredibly rare in the history of the motorcar, and even more so in the modern era. Given that a mere 690 or so cars were built, and that reportedly only 28 survive — of which many fewer are good enough to be worth owning, the rarity of this Citroen variant is obvious.

If, like me, you just gotta have one of these things, you have to buy them where and when you can. That this car was untouched, with only die bumpers and wheels repainted for the auction, and the inevitable replacement — charitably described—seat cushions, this is a special Citroen. If the happy new owner provides a bit of very careful passivation of the minor surface rust, a little in-painting, he's sure to be the cynosure at Beaujolais nouveaux tastings.

This was a lot of money for a variation, albeit rare, of a car that normally sells for \$15,000, but find one as good. Fairly bought #

Muscular Dystrophy Australia

Big Boys Toys

CAR SHOW &
FAMILY FUN DAY

Planes, no trains, but plenty of automobiles

Essendon (Airport) Fields

SUNDAY DECEMBER 7th 2014

9 am to 5 pm

Come and see Classic, Custom, Hot Rods,
Muscle & Exotic, Vintage to Modern cars,
Corvettes to Camaros - Porsches to Ferraris

Pre-registration required for all exhibitors:

www.BigBoysToys.org.au

Display cars from 8.00am - \$25 includes entry for occupants

Sausage Sizzle, Coffee, Drinks, Free Show Bags

Harleys & Trike rides available for a fee

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ADMISSION BY DONATION

All Children free



Proceeds to
Muscular Dystrophy
Programs & Research



Short film contest launched

What are engineers? What do they do? Why are they important, or more accurately, are they important at all? For many non-engineers these questions may be difficult to answer. Everybody knows what a doctor is and does; what a lawyer is and does, but ask them about engineers and the only answer you'll likely get is that "they build bridges".

To help guide non-engineers to a better understanding of the profession and its importance in society, Young Engineers Australia is running Engflick, a short film competition giving you the opportunity to tell your stories about engineering. In other words, it will help non-engineers understand that engineers do more than just build bridges, and also help kids to understand that math's and science really do have an important role to play.

As a recent paper by the Office of the Chief Scientist identifies, the uptake of science, technology, engineering and mathematics (STEM) subjects at senior secondary school is below the economy's needs.

The paper said that "the value of any investment in STEM will be enhanced if there is clear understanding that practitioners work with and for the community".

The Young Engineers Australia National Committee believes that Engflick can facilitate this greater understanding of the varied roles that engineering plays in bettering our communities, hence augmenting a national approach to STEM.

Digital technologies such as YouTube, Facebook and Twitter are the new frontier for communicating to a broad audience, and Engflick 2013 is designed to operate in these domains.

Degrees in law and medicine have a university admissions score of 99 because they are difficult courses and because these professions are critical to the functioning of our society. Since there is such a high demand to be a doctor or a lawyer, universities are able to pick and choose the cream of the applicants.

We need the community to understand that engineers also are critical to the success of society. We need parents to encourage their children to be engineers and like for law and medicine degrees, we need the university admission score for engineering to be 99 to more accurately reflect the importance of engineering as a career choice. Over \$7000 in prizes are up for grabs, including a first prize of \$4000 and a Schools Prize comprised of Lego Mindstorm Education Sets to encourage entries from school groups. The competition is open to



Gamila MacRury

engineers and non-engineers alike. Engflick films must be between 40 seconds and 7 minutes duration, and meet one of the following briefs:

- Develop an "elevator pitch" for engineering.
- Profile an inspiring young engineer. What do they do as an engineer? How did they get to be in their current role? Are they a chartered professional engineer (CPEng)? What are their achievements and goals?
- Document a past or present day engineering project, on a local or national scale: eg Gorgon Gas Project in WA, the Snowy Mountain Scheme, Cochlear implants, the Barangaroo development, a heritage building restoration, a wind farm or a local highway upgrade.

- Report on a Young Engineers Australia event in your area, such as a Leadership Reception, technical seminar or careers expo.

- Investigate a present-day engineering issue, such as the future of Australian manufacturing engineers, the engineering skills shortage, professional indemnity or the push for compulsory registration of engineers. You can be an individual or a company telling your story. Perhaps you have fascinating footage and inside knowledge on the development of the Opera House or the Beijing aquatic centre. You can be an individual telling your story or someone else's. You might have recently attended your school camp to the snow, having visited the Snowy Hydro scheme; what did it mean to you, what story did it tell you? You might have a friend who is an arts student, who can provide a creative view on your engineering story.

If you can mentor or provide advice on engineering issues to filmmakers, if you can offer footage of engineering projects or if you would like to be profiled as an engineer as part of the competition, please register your details at the Engflick website.

Engflick 2013 entries close 30 September. For further information, to help filmmakers and to register, visit <www.engineersaustralia.org.au/engflick-2013>.

Be sure to follow Engflick at www.facebook.com/engflick. You may be inspired or horrified by the current standard of engineering related films. Engflick is our pitch to change perceptions of engineering for the better. •

Gamila MacRury is vice chair of Young Engineers Australia.

An Alpine Adventure.

(This time with Apologies to Enid Blyton)

Where Four (and a Picasso) Travelled to Rawson Village;

And Our Second Cit-In



I was determined that this year everything concerning the Cit-In would be booked in advance, payed for and completely planned and organised at the earliest opportunity; no more last minute alarms and excursions for us this time! Last year, for our inaugural Citroen rally in Griffith, our plans were upset when Leanne was offered a medical placement over Easter to complete her studies, and I ended up taking two lively pre-teens with me to the event..... On my own! This time we had both ensured that we had leave booked in, the boys were on school holidays, the dogs were booked into holiday accommodation; and everything looked right with the

world! As soon as the registrations went on line, I hit the Web Site, and made all our bookings. I sorted through the offered trips and excursions, and made my selections. Our relatively new to us BX 16V (we had decided to add to the Citroen collection; especially for club events) was given a radiator flush with new coolant, a very high spec oil transfusion and an extensive valet: we were ready for the trip to the East! One week before the off, I got a phone call at home. Could I bring the Range Rover and the car trailer to the hospital, because “Gaston” (the BX) refused to elevate, and there was a suspicious puddle of green fluid underneath him. Damn! My two beloveds were stranded! The BX was recovered to his garage, my other beloved was placated (not her fault), and a suspect hydraulic return hose (from the HP pump) was identified. I made a few enquiries, but the end result was that a new hose was ordered from the UK, and would arrive in the last week of April. Damn Again!

It looked like Pablo (the C4 Picasso) would be making the trip, so another extensive round of valeting and cleaning was inaugurated.

Thursday the 17th of April (Maunday Thursday for those of you in the know), and we headed off from Naracoorte (Lower South East of South Australia) towards our overnight stop in Melbourne, and a well-deserved shopping expedition. We stayed right in the centre of the city in Bank Place, had a few drinks at the historic Mitre Tavern (the oldest continually licensed premises in Melbourne) and had a wonderful “Mexican” just around the corner. Our two boys still have their complimentary Sombreros’ and Zapata Moustaches! We got up relatively early, and sought out a Pancake House for breakfast. Would you believe it that my “Youngest” insisted on devouring a “Short Stack” with “Ice Cream” at 09:00 in the morning? Leanne, Phill and I settled on a more traditional “Stack” with Maple Syrup, Fruit and Bacon!! We then set off, and threaded our way through Melbourne via the Monash Freeway and Princes Highway towards East Gippsland and our main route destination of Moe. The traffic was fairly heavy, but we made good time to the Latrobe Valley, and our turnoff point into the hills. We re-fuelled Pablo at Moe, not knowing what the fuel situation would be further up towards the ski fields, and refuelled the boys with takeaway hamburgers and chips, knowing full well what teenage appetites are like, and being fully aware that supper wouldn’t be until 19:00.

We drove up the picturesque road to Rawson Village, passing through majestic stands off Victorian Mountain Ash, and generally soaking in the beautiful surrounds! What a wonderful location for a car rally; It was obvious that the organising committee had really done their homework, and had really got the location right!

We were almost the first to register, and got the keys to our lodge accommodation for the duration, and the “Goodie Bags” to delve into. We spent the rest of the afternoon and evening welcoming new arrivals, catching up with old friends, and partaking of the very generous supper. Saturday arrived with a vengeance, and dumped copious quantities of rain on the Dunstan Oval (where the Concourse d’Elegance or “Show and Shine” was taking place). Some of the banners were nearly blown inside out, and the tent was a real necessity. The weather moderated just as quickly as it had arrived, and a watery sun did its best to peep through the gloom. There was the usual line-up of beautiful Citroens, with representatives from the late 1940s through to current models, with even a couple of day-trippers making the journey up to the hills. There was lots of camaraderie, and a couple of group photographs were taken. After a Fish and Chip lunch, we assembled for our instructions to the “Observation Trial”, and a great opportunity to really look around the district. We travelled down one side of the valley, across the bottom, past drowned villages, over spillways, back across the other side by forest tracks and finally arrived back home at Rawson. As usual there were lots of questions to be answered, and a great time was had by all involved. We headed back down to Moe to collect some extra clothing for number two son, and to stock up on the essential Easter Eggs, arriving back in time for a lovely evening meal and more socialising. The boys teamed up with another youngster, and entertained themselves for the evening with iPods and iPads, leaving the adults to enjoy some grown up company.

Easter Sunday started with a generous cooked breakfast, and the distribution of our packed lunches. No one will ever go hungry on a Cit-In! We headed off to Morwell, and the Gippsland Historical Automobile Club, for the Motorkhana where, much to my sons’ disgust we were only spectating. My older lad in particular, had great ideas about competing in the BX, but of course this was not to be. We watched the initial rounds with some interest, and then headed off for our tour of Walhalla and the Goldfields Railway.



Walhalla is a fascinating old gold mining town that is literally squeezed into both sides of a narrow and steep valley. About thirty of its old historic buildings remain, along with the old cemetery and the mine. It is absolutely amazing to think that at its peak in the 1890s, over 3700 people crammed into this tiny strip of land! With perfect timing, the narrow gauge railway was completed to Walhalla (from Moe), just in time for the mine to be worked out, and closed! About twenty five years ago, and 50 years after its initial closure, enthusiasts rebuilt the line from Walhalla to Thomson, and now give tourists an opportunity to ride this 4km.

section of the line. Like most of Walhalla, the line is built on ledges on both sides of the valley, crisscrossing it several times by a number of spindly trestles, finally entering Thomson by a spectacular viaduct. Everyone gets off the train whilst the engine runs around the carriages, to complete the journey back to Walhalla. If you ever get the chance to take this trip, you won’t be disappointed.

Back to Rawson, and there was just enough time to shower and change for the Presentation Diner and prize giving. Again there was a magnificent meal, a really interesting guest speaker who had worked for Rolls Royce and was head hunted by TWR to run HSV in Australia, and of course the prize giving. It was such a good evening that the Rallyists drank the establishment out of red wine! Well, what do you expect from a French Car Club?

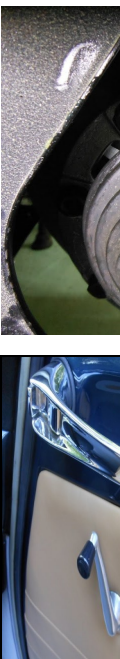
Our final day dawned cool and crisp, with that beautiful resin filled scent that is a special part of being in an alpine forest.

Continued page 16

Restoration Citroen DS



Looks alright, but it 's right tail section was welded sloppily and is completely dented.



Cabriolet de 1962

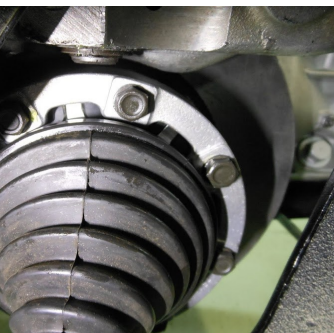


The car has been parked outside 28 years, without hood, wingless, the hood is open ... all the mechanics and hydraulics were destroyed by rust.



Rust to bust.

28.11.2007



Continued from page 13

We wolfed down our substantial breakfast, and with some reluctance said our goodbyes. In spite of the consumption the night before, most of the heads appeared to be clear and ready for the drive home! We packed up the Picasso, and set off down the valley for the last time. We had a free run back through to Melbourne, and set off up the Western Freeway to home. We were really glad that we were travelling against the traffic flow, as the streams of cars heading south east towards the capital were becoming heavier and heavier, and slower and slower. We paused at Ararat for lunch, and then headed back up the Western to our turn off point at Horsham. We had the obligatory comfort stop in Horsham, and then headed off across country to our own little village of Hynam and home.

Once again the Cit-In provided the entire family with a marvellous time, and the organisers should be worthy recipients of the newly reintroduced "Imperial Honours" – Arise Sir David! There was a fine balance of entertainment and activities, with something for everyone to enjoy. The cars as ever were the stars of the show, ours ran perfectly over the 1000km round trip, and reinforced my faith in the breed! All I have to say now is: - See you all next year in the Barossa.



Andrew, Leanne, Phillip and Ciaran Shouksmith
(Plus Pablo –The C4 Picasso)

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Celebration of the Motorcar

Carrick Hill, Springfield, Adelaide - Sunday, April 27th 2014

The inaugural Celebration of the Motorcar held in Adelaide was a tremendous success in all respects.

An incredible variety of prestige, exotic and classic cars were laid out in the grounds presenting a mouth-watering display of \$20million worth of the most desirable automobiles, spanning over 100 years.

As the cars came into the lovely grounds of Carrick Hill in Springfield, it quickly became apparent that the display was going to live up to the highest expectations. The weather was perfect, the grounds looked beautiful and as the cars were laid out, the many magnificent designs stood out. Without doubt, the finest collection of cars ever seen in Adelaide.

A huge team of officials and marshals from the Rotary Club of Adelaide, assisted by a team from the National Motor Museum worked to get everything in place and when the gates opened to the public at 10am, visitors flooded in. Soon, there were crowds around many of the displays with many visitors saying the exhibits were beyond their expectations.

The musicians performed lovely classical music, visitors enjoyed champagne and gourmet food as they relaxed, taking in the beauty of the whole scene - quite unlike anything that's been seen before in Adelaide.

Carrick Hill's historic home was open for tours and their special exhibition '*Art & Travel*' received a lot of positive comments. The area in front of the house featured some wonderful cars from the National Motor Museum, including the 'poster car' for the event, the unique Vanvooren-bodied 1925 Rolls-Royce.

Without national publicity it's encouraging that a few interstate visitors attended the show, and eagle-eyed visitors would have noticed a few interstate number plates on display cars...

As many visitors and exhibitors acclaimed the event, a lot of positive comments referred to the show making a big impact and being set to become the prime elite event for Adelaide's motoring fraternity in the future. So many rare vehicles, displayed in such a beautiful environment, made such classy entertainment enjoyed by everyone involved, was the feeling expressed by so many.



Postwar Non-Sports Car -

1973 Citroen SM - Colin Cooter

Thousands of votes were collected for the People's Choice Award, and upon counting one car was far and away the crowd favourite on the day - the Shannons Peoples Choice Winner - the glamorous yellow 1931 Packard Roadster of Peter Whelan.

Heartiest congratulations to all the winners, to whom specially made trophies featuring Autosculpt Miniatures model cars were presented by Event Director Paul Blank at the end of the day.

Celebration of the Motorcar will return to Carrick Hill in 2015, with additional features and another array of amazing cars.

Should you wish have a car you'd like to submit for consideration for next year, please contact Paul Blank - paulb@classically.com.au

7 Tips for ordering coffee in Paris

April 17, 2014 By [Judy MacMahon](#) | Paris, France

Ask for a coffee in Paris, and nine out of 10 times you'll find yourself handed an espresso. More often than not, this will not be what you wanted.

So, we've compiled seven tips to ordering coffee in France – and actually getting what you want... or at least you'll have more fun trying.



1. Variations on the espresso

The most commonly ordered coffee in Paris, the espresso is perfect for a quick pick-me-up. If you ask for a 'café', this is what you are most likely to get.

There are, however, a number of variations you can ask for that will tailor the espresso more to your taste.

Une noisette - an espresso with a dash of steamed (foamed) milk. The French equivalent of a macchiato.

Un allongé - this coffee is essentially a weaker black coffee – it has double the amount of hot water than the average espresso. This is recommended by [Paris-Wise](#) as the closest thing to a drip coffee, and is like an Australian long black.

Un serré - like an Italian ristretto, this coffee has half the amount of hot water as the average espresso – it is probably about the strongest coffee you can get in Paris!



These coffees are not traditionally served with milk on the side, so you might have to ask if you want a milkier drink. And if you like your coffee **decaffeinated**, just add the word '**déca**' to your order or order **un café décaféiné**!

2. Looking for filter coffee?

Usually known as **café Americana** or occasionally **café filtré** by the espresso-loving Parisians, you'll have to stick to the touristy areas if you want to find this old home comfort.

Unlike many coffee shops in America, and a fair few in the UK, **filter coffee** is not typically re-filled. [The Sugarplum Café](#) is the only one offering this service – so bear this in mind!

3. Coffee with milk: cappuccinos, lattes, flat whites

Famously popular among Anglo-coffee drinkers, the **café crème** is essentially an espresso topped off with a lot of foamed milk. It's somewhat similar to a cappuccino – if you ask for **un café crème** you'll be understood! But don't ask for a cappuccino or you'll end up with some watery milky coffee with lots of air froth on the top. Remember a cappuccino is Italian not French, so you need to know your way around the French names to get approximately what you are hoping for!



These milkier coffees are unpopular among the French – and [Paris By Mouth](#) points out that they will be priced accordingly. Many cafés will also view them as interchangeable, so be prepared for a surprise!

Every Aussie will also be familiar with a **flat white**, and glad that it has found its way to the French shores. While you might have to seek out the higher quality cafés to find a decent cup, this coffee – similar to a cappuccino but with a more velvety foam – is now readily available in Paris.

Whereas a few years ago they would have been virtually unheard of in the French capital, thanks to the coffee revolu-

tion in Paris, it's no longer impossible to find good quality versions of these drinks. Be sure to bookmark our ultimate coffee guide to Paris, featuring [our top ten favourite spots](#) for a fantastic coffee.

If you really love your coffee or just want to be seen as an aficionado, then like us you'll love this fabulous [coffee infographic](#) from Fine Dining Lovers. There is now no reason for not knowing your macchiato from your café crème?

4. Don't order without reading this...

Whereas you're free to order any coffee at any time of day, you might get a few funny looks from the traditional Parisian waiters.



Milky coffee is only ever drunk at **breakfast** in France (and usually from a bowl *à la maison*). Black coffee (and, of course, usually espresso) is then drunk for the rest of the day – only **never with food**.

Consequently, if you try to get a milky coffee from your local corner-café during the day you probably won't be getting the highest quality drink. Best to head to one of the cafés serving high-quality coffee.

5. Where to find soy (or skim) milk

If you do dare to order your *café* with *lait* in the regular French café, you should be prepared for something that comes out of a box.

Stick to the top-quality cafés if you want anything fresh, and if you need your milk soy, your safest bet is to stick with Starbucks (although [Paris Match](#) suggests [Loustic](#) and [Tuck Shop](#) as two other cafés that stock speciality milk).

6. Do the French drink iced coffee?

If you're a fan of iced coffee, our only advice is to steer clear unless it is on the menu. If you attempt to explain it, your best case scenario is coffee over ice, **café glacé**, and your worst is fairly un-drinkable.



7. And of course don't forget the basics

If you wish to drink your coffee in the café or on the terrace the order is *sur place*. If however you are ordering from a corner store or the like you can add *à emporter* if you wish to take your coffee with you.

It's complicated isn't it? *Bon courage !*



DS3 - First Major problem

It all began with a few problems starting in the cold weather last spring when it took a few attempts to turn it over and once started, it still didn't run well for the first couple of minutes. This went away during last summer as even though it rained all year, it was normally warm. But last autumn we starting having problems with a few attempts to start coupled with stalling again once started. It went to the dealer a few times during this time but, of course, as there was no engine management light on they were unable to do anything under warranty; as there was nothing to report to Citroen. There was clearly an issue which in the end manifested itself in the cooling fans being on all the time and the car running as if it was really hot, even though it was cold.

I had a search on the internet and found this is a known problem on the vehicle spec I have, where the cooling system doesn't recognise the correct outside and engine temperature and adjusts the engine speed and cooling accordingly. I had to have a new coolant sensor and coolant housing, as from cold the car was reading an external temperature of 9 degrees and engine temperature of 101 degrees. Since then all has been ok and in the current cold weather that we have had the car has started fine and behaved itself faultlessly.

Mark Day *Citroenian* September 2013



Tools and Parts For Sale

(06/14)

2x DS19 Spare parts catalogues. 1x Lt15 Spare parts catalogue. 1x Citroen master parts catalogue (old).

Traction Tools

1x Traction d/shaft spigot puller.
1x Traction Inner bearing puller.
1x Top ball joint adjuster.
1x Brake drum puller
1x Outer Bearing Puller
1x Inner bearing nut spanner.
1x Jig for d/shaft yoke cups.
1x Spanner for adjusting diff. side bearings.
1x Tie rod end adjuster
1x Top ball joint puller
1x Bottom ball joint puller
1x Bottom ball joint puller Heavy Duty

D Series tools

1x Spanner for outer front wheel bearing ring
1x long chrome tube for inner d/shaft boots.

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2005 (July) Citroen C5 "Exclusive"

(05/14)

6 speed auto. hatchback. 75,500 k's, full service history, books, etc. Just had timing belt (full kit, water pump, etc.) fitted, two new Michelins and a set of 4 new brake rotors and (genuine) brake pads included with car (due to be fitted at 85,000 k's). Car is in pristine condition inside and out with off white leather and Sable metallic paint. All "Exclusive" features. Reg. ZYL 397 (Aug. '14). RWC. Price \$10,000. Morningside Vic. Graeme Love (03)5973 5330.

1979 2500D Citroen CX 5 speed manual, (based on a Pallas 2400)

(04/14)

Price: \$7,500 **Odometer:** 66,592 kms **Registration{ No VIN:** 05MJ7492 **Roadworthy certificate:** No
Exterior colour: Bronze: **Interior colour:** Tan: **Year:** 1979 Normally aspirated **Badge:** Pallas: **Transmission** 5 speed manual: **Body** Sedan: **Engine** 4 cylinder Diesel

This CX 2500 D has had a lot of restoration work completed and kilometres driven since this work are less than 20,000 km, and nearly all on the highway. The actual kilometres registered are 66,592 (The CX odometer only goes to 100,000 km). Restoration work: The 2.5 litre diesel engine and 5 speed transmission were overhauled and restored and fitted into a 1979 CX 2400 Pallas. The steering rack was removed and refurbished, the front and rear suspension was totally refurbished, and all spheres re-gassed or renewed. New front brake discs were fitted, and all new brake pads fitted. Tyres are 80%. The body has been carefully repaired and totally re-sprayed, and the paintwork is in very good condition. It has tan leather interior is in reasonable condition with only deterioration due to age. The car starts and runs very nicely. The Michelin tyres are 50% on the front tyres and 80% on the rear. This CX has had much time, meticulous work and money expended by the previous owner (based in W.A.) to get it to this point and whoever becomes the owner will be the beneficiary of this, beyond the asking price. The engine runs smoothly and pulls well, and is very economical (around 6.7 lt/100 km; 42 mpg), and the car rides as smoothly as a CX should. It has been garaged all the time I have owned it, and is now up on blocks but started occasionally. I have two of this model so one is surplus to my requirements. The car is garaged in Holbrook, NSW.

Please call Shane [Phone: 0403090930] or Peter (after March 15)[0402412050]

1969 2CV Burgundy and black Charleston.

(05/14)

Registration JOUET expiry 26th May 2014. On expiry of rego car will be offered for sale unregistered.

Vin No. AM20480017315 Eng No. 17315. Black fitted sheepskin seat covers front and rear. Radio.

Garaged at Bendigo. Car has had very little use in the last fifteen years. \$13,000. Phone Tony, 03 54423849.

Huge workshop clearance sale.

(05/14)

Electric tools and many other tools and accessories of interest to the enthusiast. Too many to list individually. Phone for a full list of items and prices to be emailed to you if interested.

Graeme Love 5973 5330 or 0409 087 157

Citroen 2 CV 6 Special - 1986 - VIN: VF7AZAK00KA184843 -

(06/14)



Registered to April 2015 [XQV 373] - will be sold with RWC - Price: \$22 000-

This is a wonderfully easy car to drive. However, it has not been getting out and about as much as it deserves. So my "little red bin", as my friend affectionately refers to it, needs a new home.

The car is, I believe, in very good condition both body and paint work wise. I have had it regularly serviced since purchasing it and have had no major issues with it mechanically.

The best way for me to sell the virtues of this car is for you to see it for yourself. This is a car that draws attention so be prepared to return smiles and waves; and, to be stopped in car parks to be questioned by complete strangers who are either fascinated by this quirky little car; or, who want to share and reminisce their own European vacations in a 2CV.

Contact: Ryda Kiernan, Armadale Victoria 0408142086

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.

1979 Citroen CX C-Matic Pallas

12/13

Complete car but has some broken windows. Restorer or parts. Price negotiable.

Car is in Wodonga area. Eng number 05MJ6415. Price negotiable. Some old DS bits also available.

Phone Rex (02) 60265577 or 0448000349.

1962 ID19

2/14

Good original Heidelberg car, genuine 2 owner, known history. Everyday drive until 2002. Always garaged. Lido Blue/Off White ('90s re-spray). Reliable, runs well. Suspension good. Reg. to Nov. '14. No RWC. Little to do. Needs headlining. On 15" Michelin XZX. Includes 165 x 400 rims & Michelin X tyres. Stainless steel exhaust system. For Sale with personal plates 'ID1962'. Includes all Citroen memorabilia, ie, videos, books, few spares, etc. Regretful sale - moving - no space. \$9700. John.

Mortlake, Vic. Registration # ID 1962 Vin No: 19621558

jgrattonwilson@yahoo.com.au 03 5599 2499



1984 CX 2500 Auto

3/14

It is silver in colour and has one small rust spot on corner of back LH door.

It has series 2 bumpers, It drives well and speedometer reading is 133000

Work done by Paris Motors: Drive shaft boots, New starter motor. Work done by Heka: Replace front suspension cylinder boots, regas spheres and new top engine mount. Extra's include spare water pump, starter motor, alternator and head lights for series 2 car. There is a car cover and there are two genuine factory manuals. Rego is WA and through to June 14. Reg No. is XCX 084 Vin no. is VF7MANG0000NG

\$ 4000.00 negotiable.

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Robbie & Alex McPhee mcfilms1@bigpond.com — 0438917088.



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4/14

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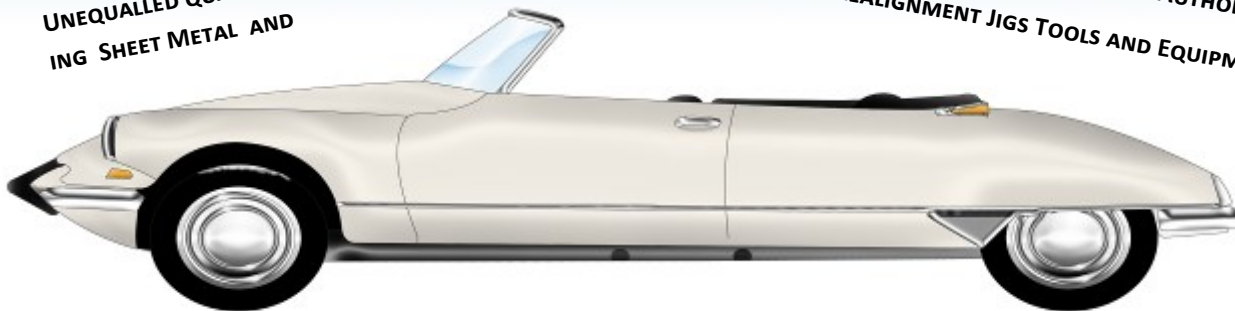


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