

THE

CCCV

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citroclubvic.org.au

April 2019

RUDDER INDICATOR
SHIP HEAD

RUDDER ANGLE

Self-Explanatory
Steering Engine
Machinings

This is the ship's power steering. The engine was
originally intended to steer a motorboat from the
shore by bridge but it would also be operated
from the engine room to lay the small wheel on
the engine. It was built from the engine in the
engine room to the engine in the engine room.
It was used to steer and hold the ship steady
in the water. It was used to steer and hold the
ship steady in the water. It was used to steer and
hold the ship steady in the water.

IN THIS ISSUE

Delahaye revisited

Steamfest report & images

Goodwood Festival of Speed

Spacetourer The Citroenist Concept

Why was the DS Steering Wheel designed that way?

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Bruno Tonizzo 0418 945 461 president@citcarclubvic.org.au

VICE PRESIDENT

SECRETARY

Bruno Tonizzo 0418 945 461 secretary@citcarclubvic.org.au

TREASURER

Peter Moloney 0411869705 treasurer@citcarclubvic.org.au

COMMITTEE

Brian James	03 9728 5526	photoimage2001@yahoo.com.au
Wolfgang Siem		woljen@gmail.com
Andrew Smith		andrew@artisanieatherworks.com
Ian Downie	0452 411104	blueduck1949@gmail.com
Michael Faulks		mfaulks12@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Dave Rogers * 0422 229 484

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers 0422 229 484
cccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

8.00 PM **3rd** Thursday of the month except Jan. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the month. (Club night) Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



President's message...

I am writing this after watching the F1 qualifying sessions on television. It was great to see a Renault safety car racing around the track with a parade of F1 cars weaving from left to right trying to keep their tires warm. The Renault F1 car driven by Daniel Ricciardo was also the focus of the

telecast as the commentators were willing the car to get into the top 10 qualifiers. Citroën has a great winning history in international rallying but will we ever see Citroën in F1?

With the end of domestic car production, the AOMC is vigorously campaigning for the Luxury Car Tax to be removed as there is no local car production to protect. The AOMC has produced a letter that you can sign and send to our Government to repeal this tax. The letter also points out the impact that asbestos legislation is having on the classic car community. I can't wait to hear the outcome of those campaigns.

The Australian automobile landscape is changing and I'm not quite sure where we are heading. In some countries diesel fuel is being phased out, other small countries are planning to be all electric in the very near future. Hydrogen is being promoted as a fuel of the future but the advancement in battery technology is also speeding up. Hopefully petrol will be around in some form or another to keep our classic cars on the road.

FRONT COVER

**TST Lyttelton !! Steering Engine
MacGregors**

This is the ship's power steering. The engine was normally controlled by rods connected from the helm in the bridge but could also be operated from the engine room using the small wheel on the engine. A voice tube from the bridge to the engine room transmitted the captain's instructions. If there was no steam available to drive the steering engine it could be disengaged completely and the ship could be steered using the large helm attached to the engine. STEAMFEST—SCORESBY

BACK COVER:

In the context of Citroën's 100th anniversary, a new book is being launched – "Citroën 100 Ans" (100 Years) – authored by: Serge Bellu, Olivier de Serres

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

Are you keeping up?? As our Citroën Car Club magazine is produced well in advance, sometimes circumstances beyond our control might result in changes to our planned events. To keep up with the latest information check out our website at www.citcarclubvic.org.au

If undeliverable return to:

CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
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The committee will endeavour to refresh our on-line calendar of events should changes occur so a regular visit to our site will keep you up to date.

CITIN WA is the main event for April and I'm sure that members participating in Ted's Terrific Tour before, and those touring after the Citin will have a fantastic time. I can't wait to see the photos and hear the stories!

Bruno Tonizzo

EDITOR'S NOTE.

By the time members receive this newsletter in their mailbox, our first coffee morning will have been held in Williamstown.

Due to events beyond our control, we had to change the original venue after the March edition had gone to press, however all members were notified by email of the new location.

To date, a second venue has not been decided pending the response to our first coffee morning other than the date and time which is listed on page 5 of this edition.

Once again. You will all receive an email of that location.

Secondly, read John Parsons account and reflections on our annual sojourn to Don & Dee Scutts property at Venus Bay on page 20.

ED.

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.

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: Peter and Dee Milne, Scott Schlink, Brad Tully, Tobias Fowler-Oates and Michael Clarkwell. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. ([see p/26 for your closest rep](#))

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

Events Calendar

2019

Draft Activities Program

2019

NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm

ON THE THIRD THURSDAY IN THE MONTH

Mar 10 Yarra Glen Racecourse Swap Meet (Moomba w/e)

11 Scoresby Steamfest (Moomba w/e)

1200 Ferntree Gully Rd, Scoresby

21 Club night **BUY-SWAP-SELL**

23 Coffee @ Anchorage Marina Will/town

24 Taste of France-Central Pk Malvern 10-4.00pm

30 Tintern Grammar Fair. Show/Shine

Monthly 1st- **Chit-Chat Tuesday** Blue Bay Café,

667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse). Mel-

ways 158 K10 from 10.30am. **CCOCA & CCCV event for coffee**

& chat.

Monthly **BOY'S DAY OUT-Port Arlington Golf Club**

WHEN: The fourth Thursday each month and the third Thursday in

December (*See p/7*) 10.30 am for 11.30 departure &

leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate.

CCOCA & CCCV event for coffee & chat.

Denotes non sponsored CCCV event.

Apr 5-16 Teddies Terrific Tour

Pre- Citin to Katanning WA.

13 Jamieson Autumn Festival (p6)

18 Club night

27 Coffee (New: place TBA)

Easter CITIN WA. Bookings now open

April 22-May 4 Post Citin Tour

Katanning-Norseman

May 17-19 Historic Winton—Benalla

18 Concours—Como Pk

19 Trentham run—Red Beer Bakery & or

o/night @ Radio Springs Hotel

June 15 St Andrews pub run

20 Club night

July 12-13 Bastille French Festival Fed/Square.

For more details on club events contact

Ian Downie on 0452 411 104

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

April 13th

JAMIESON AUTUMN FESTIVAL

For those members not going to Citin in WA.

Attend for the day, or book Friday & Saturday night in a local venue. Details page 6.

April 18th Club night.

Club video



June 15th

St Andrews Pub Run

**Full details in
May Newsletter**



April 27th Saturday 10.00am

NEW!

This new event will change location periodically to give members in varied geographic areas a chance to meet up for an informal get-together., plus drive their Club Plate car to a social event.



This location will be notified to members by email.

May 18 CONCOURS

To be held at **COMO PARK**

Address:

**305-325 Williams Rd,
South Yarra VIC 3141**



AUTUMN FESTIVAL

13 April 2019

Learn to



Pan for Gold

Hear Wonderful



Music

Go back in Space



and Time

Throw the



Gold Nugget

Hay Bale Race



Pub challenges CFA



ACTIVITIES BETWEEN 10:00AM AND 4:00PM

blacksmithing - bush cooking - classic cars
unusual vehicles - bush poetry - art workshop
art precinct - fly fishing demo - gold panning
gold nugget throw - hay bale challenge - music & buskers
- whip cracking - street stalls - plus lots more!!

Festival Program at jamieson.org.au or Kiosk on the day



And maybe a few surprises!!



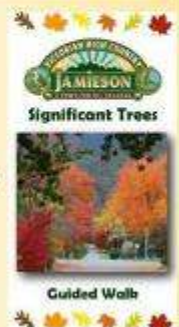
www.jamieson.org.au

jamiesonautumnfestival@gmail.com

Sunday Morning

Guided walk
among the trees
of Jamieson

Art Precinct at
Memorial Hall





PSA's Riches in Europe Will Define its Global Strategy and Ultimately, the Destiny of Citroën

Recent financial announcements by PSA indicate that the company is considerably healthier today than it was when Carlos Tavares took over as CEO at the end of 2013. At that point, it was losing 3.3 billion euros annually, but by the end of 2018 PSA was cash positive with 9.1 billion euros, about 3.5 billion more than in 2017. An impressive turnaround in comparison to Renault that has 3.7 billion in stock, Fiat-Chrysler less than 2 billion and even giant Volkswagen with 22.4 billion.

It must be said that lately, nothing seems to affect the group. Neither the prospect of Brexit – PSA has even seen its profitability on the British market double last year – nor the arrival of a new cycle of European homologation – Peugeot and Citroën gained market share in the last twelve months on the Old Continent, or even diesel engine regulations or the integration of Opel have derailed the Peugeot train, which can now boast the best ever historical financial results. “I think that never in our history had we had so much money in the bank,” exclaimed Maxime Picat, PSA Executive Vice President and Operational Director – Europe.

With our passion for classic Citroëns of the past century, we have been critical of PSA's integration of the brand and the course the company has taken with many of its new models that are generally homogenized with corporate engineering. However, as with any corporation these days, the present and the future is all about the bottom line, and with these sales results it is clear that the ‘Push to Pass’ initiative Carlos Tavares has instilled within PSA is working. Even Opel is now profitable, after twenty years of red ink and 19 billion cumulative losses.

By adding Opel to PSA, the group's turnover jumped 18.9% last year, to 74 billion euros (+ 5.6% year-to-year), with an operating profit of 5% – 7 billion euros. Its operating margin rose to 7.7% – more or less the level of Mercedes! All this despite a decline in PSA sales outside Europe – the forced withdrawal from Iran and softer Chinese sales in what is a growing and should be a stronger market (-32% in China and Southeast Asia).

Much of the profit can be attributed to reduced manufacturing costs and the load of the factories. This stems from the introduction of a platform policy where 70% of the parts are shared between several vehicles. Tavares boasts that “the break-even of the group has been halved in a few years.”

Tavares has decided to update his strategic plan for the period 2019-2021 by continuing the momentum he has initiated and trying to correct what is still wrong – starting with China. He intends to continue to reduce PSA's model ranges, and successfully electrify to meet the European CO2 targets. By the end of the year, the small 100% electric Peugeot 208 and DS 3 cars will be on the market. And by continuing to make Opel more efficient, Tavares hopes to reduce his production costs by 700 euros per vehicle and limit the payroll/turnover ratio to 10% in 2021, compared to 11.1% currently.

PSA's pot of gold objective in their corporate transition is to be the dominant player in a transformed automotive market that they predict will have a 10x increase in ride-sharing by 2030 and account for 25% of the company's profits. With 1.2 billion cars interconnected via IT technology by 2030, mobility will take on a new dimension in which PSA intends to have a significant stake.

It would seem that PSA's strategy is to pull up Asian sales and move into the USA while maintaining a strong position in Europe. And if these slides are any indication, it will be by pushing the Citroën brand to increase sales in India while re-establishing the Peugeot brand as they attempt to generate vehicle sales in the USA and Canada.

To maintain market lead and profitability in Europe, PSA as a whole will continue to market all their automotive brands. As far Citroën is concerned, the move is to still play upon the brand's heritage as was shown at this year's Geneva Motor Show where a classic B10, Traction Avant and 2CV were integrated into a display of current production models within a massive stand that definitely put the focus on new urban technology and mobility.

<https://citroenvie.com/psas-riches-in-europe-will-define-its-global-strategy-and-ultimately-the-destiny-of-citroen/>

CITROËNVIE!

SpaceTourer The Citroënist Concept – Designed to Bring Millennials to the Great Outdoors

CITROËNVIE!



Here's a Citroën concept that got little press coverage with its introduction at this year's Geneva International Motor Show probably because, from outside appearances, it appeared the brand simply added a Westfalia-like pop-top to their standard SpaceTourer van, rim accents and tacked some press distracting body-wrap camouflage on its upper portion.



Citroën's press release was a bit more ambitious, stating; "The SpaceTourer The Citroënist Concept is faithful to 100 years of history of a brand that has always worked in the service of mobility and escape accessible to the greatest number. Modern and connected, it symbolizes the dynamism of Citroën in the territory of motorhomes."



If one bothered to stop and look inside they would have discovered a "night" configuration where 2 people can sleep in the dedicated berth above the cockpit. Citroën claims that SpaceTourer The Citroënist Concept benefits from numerous functional layouts and becomes a multi-functional van to live and work in comfort and serenity creating a friendly space with swivel front seats and easy storage spaces





At the show it was equipped with a multimedia cabinet incorporating a smooth work surface and a retractable TV screen, an interior floor bike rack and an on-board shower that can be used while standing under the rear door.



Mechanically the vehicle incorporates all-wheel drive, made by car partner Dangel.

The press release goes on to say; “Bringing all the DNA of the Brand with its bold design and promise of comfort, the name “The Citroënist” is a nod to the community of fans. A name perfectly suited to this modern van that allows you to escape in comfort in an object with a unique character.”



According to Citroën; “To reinforce the identity of this concept with functional design, SpaceTourer The Citroënist Concept appropriates the elegant white and black color code which ensures an exterior-interior harmony.”

As seems to be the norm these days, the big push from Citroën is the boutique of “The Citroëniste”labelled accessories that the company feels will appeal to those that want to flaunt the brand as they travel about on their adventures! Items such as; mugs, a notebook, pen, USB key, jacket, and a bicycle (by Martone Cycling Co.) that people were able to order for 950 euros at Citroën’s stand at the Geneva Motor Show or directly via their online shop.



<https://citroenvie.com/spacetourer-the-citroenist-concept-designed-to-bring-millennials-to-the-great-outdoors/>

The Club

The Melbourne Steam Traction Engine club was established over 50 years ago with the aim of preserving the last of the road steam vehicles. It quickly expanded its scope to include a wide range of vintage machinery.

The club has about 160 members sharing a common interest in vintage machinery. Many of the items the club has preserved are too large to be collected by private individuals or require too many resources, financially or physically. With team work the club has been able to save them and present them to the public. Today the club's museum features examples of the mechanical heritage that brought in our farm land, powered industry, generated our electricity, propelled our ships, worked our mines, ran our farms and built our roads.

There is a great depth of knowledge and a wide variety of skills shared among the membership.

There are no paid employees at the museum and all its projects are run using the talented volunteer labour of members.

Funding

The club receives no government funding but is fortunate to lease the museum site from Parks Victoria for a peppercorn rental. Over the years the club has raised the funds to build the sheds that house the exhibits as well as the supporting infrastructure.

The primary sources of funding are the annual Steamfest, income from the miniature railway, donations from visitors and supporters, occasional project grants and members contributions.

A limited number of members from both CCCV and CCOCA attended the Steamfest at the NATIONAL STEAM CENTRE on 11th March, Moomba weekend.

Those who went saw a huge collection of an eclectic mix from small to very large steam engines; from moving to stationary.

<http://www.melbournesteam.com.au/index.html>

IMAGES:

RHC. Tom Gruzca

BRUNO & TOM by Yvonne Gruzca

WALKING CRANE by Brian James

ALL OTHERS: Bruno Tonizzo

STEAMFEST



MELBOURNE STEAM
TRACTION ENGINE CLUB  **National**

FEST 2019



Bruno Tonizzo and Tom Grucza



onal Steam Centre

COMPETITION

Members are invited to enter a photographic competition using their car/cars to illustrate a Citroen automobile in various forms.

These images may be used for either front or back covers of the Newsletter, and an annual calendar.

Subjects are: Citroen as—

- AS ART
- CARRYING GOODS
- ON HOLIDAYS
- UNDER RESTORATION etc.

You must include a caption that is appropriate for the image.

GET CREATIVE as a prize will be awarded by the committee in November for the image deemed the most descriptive.

Send good quality (either vertical or horizontal) images to the Editor at : photoimage2001@yahoo.com.au with the heading: **Competition** in the subject line.

Include your name otherwise we will not know who sent them.

GOODWOOD

FEST



This 1.16-mile coast race was conceived and organized by Lord Charles March, Duke of Richmond, in 1993 on his Goodwood property, it now attracts a crowd of about 150,000 spectators over the weekend, which in fact one of the major events during the summer period in Sussex.

The diversity of the cars involved is largely responsible for this crowd success; it goes from the 'Titans' period at the beginning of the 20th century to the last 'Sport Prototype' racing at the 24 Hours of Le Mans, inevitably passing by the much-loved Formula One in England, by the no less popular BTCC or 'Rally cars'. Anniversaries are also celebrated like the one of the 70 years of Porsche, the 50th anniversary of the Martini Racing Team, one can also be there side by side with legendary drivers of the European motor sport but also foreign (American championship), the Moto riders are obviously not forgotten ...

Three days of madness where after a test session on Friday, two starts are scheduled on Saturday and another on Sunday morning; a Shoot Out (session specially dedicated to the record of the climb) starts on Sunday afternoon around 15:00; and it's almost no surprise that Romain Dumas driving the Volkswagen IDR Pikes Peak set a double record, that of the climb and also that of the first electric car winning this Trophy.

Super or even Hypercars are also presented to the public, such as the Brabham BT62, Apollo Intensa Emozione, Pagani Huayra Roadster, Koenigsegg Regera or Italdesign GTR and Zerouno Duerta, a rally course is also offered as well as various demonstrations in motorcycle or drift; without forgetting the demonstration of the acrobatic patrol 'Red Arrows' ...

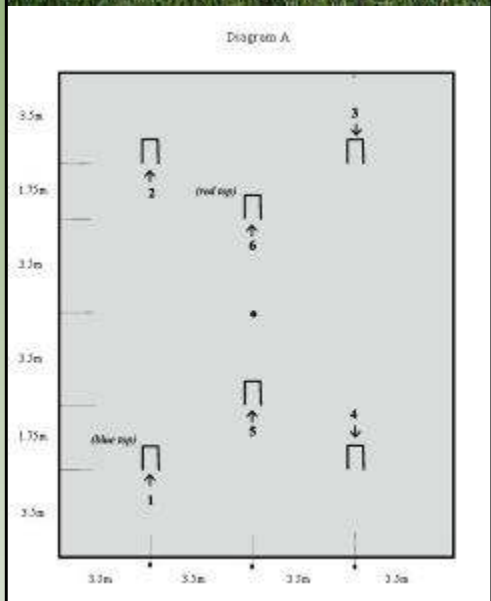
In short, a nice weekend spent entirely under the sun and many beautiful car meetings ... here are some pictures.

© Bruno Dugauquier



Croquet can be played by two or four or six players. The object of the game is to hit your ball(s) through the course of six hoops in the right sequence in each direction and finish by hitting them against the centre peg. The side which completes the course first with both balls wins.

VENUS B



DS: Breakfast anyone?



DS: A quiet breakfast away from the maddening crowd

Once again the annual get together at the home of Don and Dee Scutt in the seaside village of Venus Bay Victoria , was held in glorious weather over the a February weekend. The usual experience of convivial company, many glasses of fermented grape juice (wine) together with great food and the usual large BBQ put on by Don and Dee on Saturday night gave wonderful satisfaction to those present.

With activities of croquet and the riding of Solex bikes to loosen up the limbs and provide the thirst for another sip of nectar.



DS: Where's the food?



DS: Jenny guards her domain.



DS: Quality time to



TG: Solex bikes wit

BAY 2019



together.



h auxiliary motor power for tired legs.



DS: Look at this technique.



TG: Yvonne lines for a shot.



DS: Which is closer, blue or white?

IMAGES:

DS: Don Scutt

TG: Tom Gruzca



Today Delahaye is not only a lost marque, it could also be described as a forgotten one. Ask someone to name the lost French marques of last century and they will invariably mention better known competitors of Delahaye, such as Lorraine, Delage and of course the wonderful Bugatti.

Emile Delahaye started business back in 1895, building his first vehicle, although for some time the company concentrated on the manufacture of marine engines.

In 1903 the company manufactured a mammoth 7 litre four cylinder engine featuring twin overhead valve gear, unfortunately not for use in cars. Delahaye could have so easily been the first to introduce this technology to the automobile, but that honour goes to Peugeot for their 1912 GP.

The companies fortunes were to take a significant turn for the better when a young designer Jean Francois joined the Delahaye team. Soon the company were to release the 135 range, for the first time entering into direct competition with the aforementioned and better known French marques of the day.

The 135 used a robust six-cylinder 3557cc engine with push-rod overhead valve gear, which in sporting tune produced 120bhp.

As was typical for cars manufactured in the early part of last century, the 135 was also produced in racing tune, in the 135's case the engine receiving a special cylinder head and triple twin-choke carburettors, these modifications bumping power up to a very respectable 155bhp.

While very efficient, the engine was rather conventional, and a de-tuned version even found its way into one of Delahaye's delivery trucks!

The first of the 135's used Wilson-type pre-selector transmissions, however these were soon replaced by a French "Cotal" transmission, which employed epicyclic internals and an electrical gearchange control, by means of electromagnetic clutches.

The Cotal transmission was typically French, and by that we mean typically very innovative, and complex! A variety of body styles were available, ranging from open sports to elegant Grand Tourers.

The 135 was also successful in competitions, and in 1936 a fleet of them took second, third, fourth and fifth places in the French (sports-car) GP. And to show how versatile the 135 was, an example that had taken part in the GP then went on to win the 1937 Monte Carlo rally.

The "sister" car to the 135 was the Type 145, which used the same basic chassis design, but with an overhead valve 4.5 litre V12 engine. This was reputed to be capable of 250bhp, a monstrous figure for its day.

The 145 was really intended as a two-seater racing sports-car, for long-distance events like Le Mans, or - with all road equipment removed - for use in GP racing against the Mercedes-Benz and Auto-Union cars. On one famous occasion, at the Pau street circuit in 1937, a Delahaye defeated the mighty Mercedes-Benz!

The 165 was a road-going version of the V12 engined 145, with a greatly detuned engine. It appeared at the 1938 Paris Salon (motor show), but it is doubtful if more than a handful were produced before war broke out in September 1939.

After World War II, the 135 was reintroduced, and in 1948 it was joined by the 4.5 litre Type 175, which had hydraulic brakes and a claimed (though unsubstantiated) 185bhp.



This is the same car, from the same year as that above it (1935 135 model). As can be seen, modifications to cars built as "race specials" was not confined to mere mechanicals...



Beautiful, and conventional, the 1933 122 Berline was the precursor to the wonderful 135...



The 1935 Delahaye 135 born from the genius of young French designer Jean Francois...



The final iteration for the marque, the 1951 235 used a sweet 3.5 litre six encased in beautiful bodywork. It would only remain in production for 3 short years...



1948 Delahaye 135 M Figoni et Falaschi Cabriolet Narval

https://www.uniquecarsandparts.com.au/lost_marques_delahaye

Why was the DS steering wheel designed that way?

by Ken Nelson.....

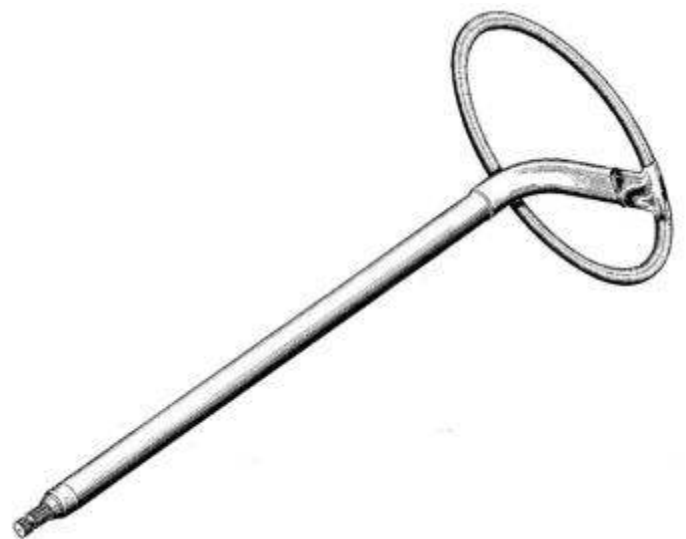


The French seldom do anything without having a very good reason. Imagine what happens in a head-on collision when your body slams into that steering wheel. Remember the DS was introduced in 1955, when no cars I can think of had belts, let alone shoulder belts.



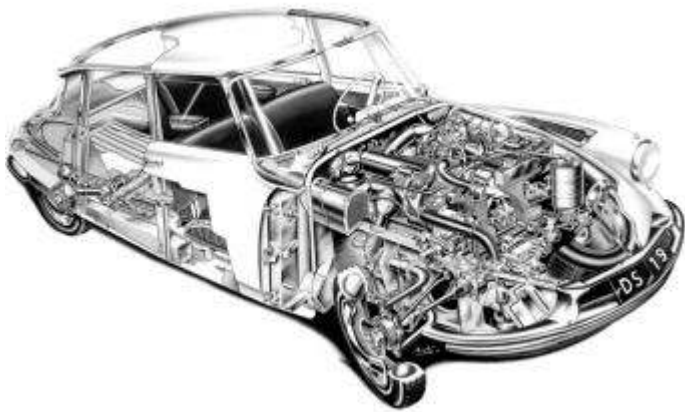
Granted, there's no guarantee that single spoke will be at the planned 7:30 position – i.e. – straight ahead orientation – but it's only one spoke – not two or three.

So, your chest slams into that wheel, if you're centred on the wheel or not, the RIM bends over, your chest doesn't get a straight tube punched through your breastbone and most likely kills you, as that tubular – not solid STEEL RING inside all other wheels ever built – bends over and SLIDES your body away from that single spoke which is a hollow tube with a smooth surface on it, and SPREADS the impact over a much larger area of your body than a CENTRAL SPEAR, as used on every other car in the world.



ANY lateral deflection is better than hitting a straight centre column. Further, the centre tube, having one very smooth bend with nothing to CATCH and HOLD the impact on your guts, bends ALSO, away from center, to further lessen the force imposed on your guts.

Further still, if you look at the steering setup, the steering column ENDS at the rack, which is BEHIND the radiator, halfway back from the car's nose, and the entire powertrain, as the transmission is AHEAD of the engine, would have to be pushed thru or under the firewall, to shove that steering column back thru the dash and anywhere closer to the driver. It won't happen.



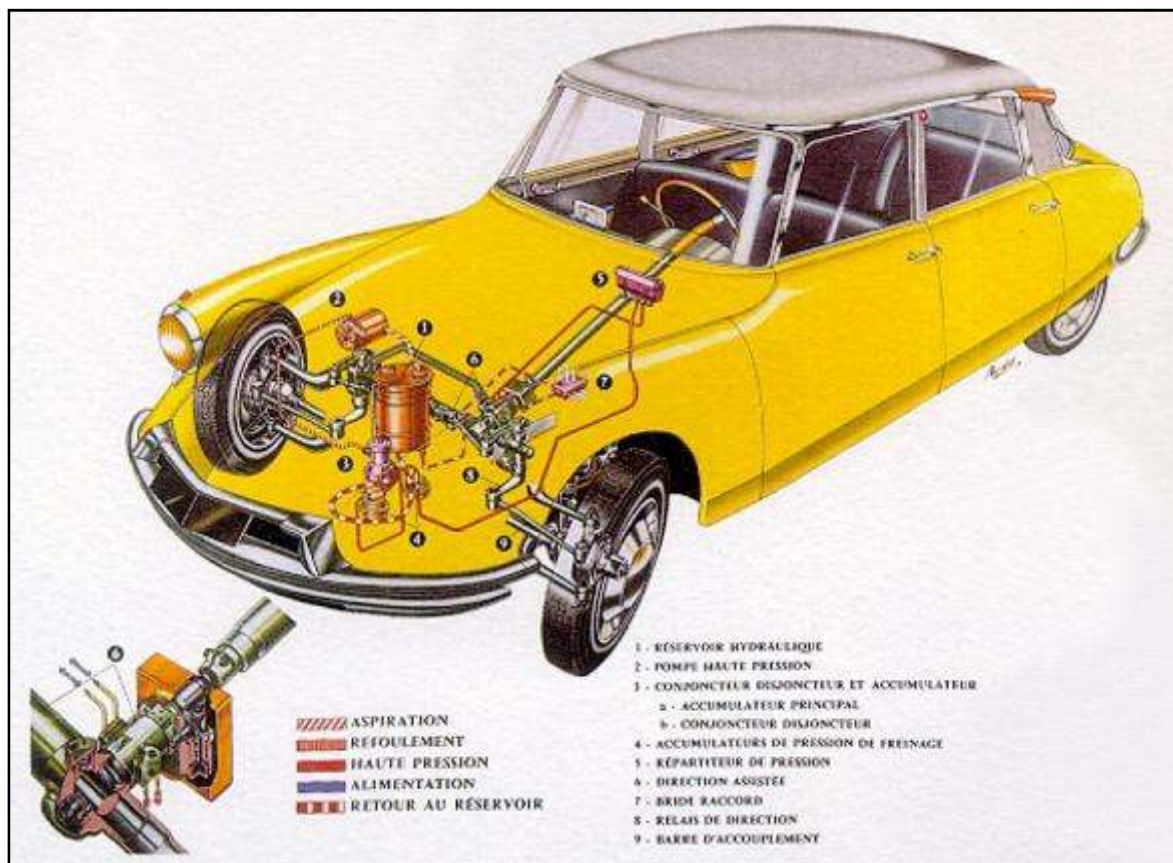
And how many cars much newer than the DS have steering shafts that reach from right below the front end, all the way back to the driver's chest? When did other brands first get collapsing "safety" columns? What – the '70's?



OK, I know – you're saying ENOUGH ALREADY. WRONG! I've expressed this not humble opinion often before: The DS has to be the most INNOVATIVE car ever designed – bar none. No one has ever challenged this opinion by naming another example. I'm still waiting – but

there's too little space here for my whole soap-box litany.

The DS has stood the test of time. It STILL looks like it came from another planet, and that may be right. And it still has outstanding features that aren't equalled in any other car. Is it perfect? No, but a better combo than I've seen else-



Now, I'm not finished: If you've ever looked under the hood of a DS, you might have noticed that, as the spare is mounted directly behind the front bumper and ahead of the radiator, you essentially have the VERY FIRST PROTECTIVE AIRBAG put into production. If someone doesn't think of that as BRILLIANT, they're just not thinking period. And that's not even noting the 3-foot crush distance from bumper to radiator to absorb the energy of a head-on.

where.

I'll never forget the look on the face of a 10 yr old kid on the grubby streets of downtown Wilmington Delaware as I came off I-95 back around 1972 in my '67 DS. He was on the sidewalk with a buddy and yelled; "Look at that SPACESHIP!" Still is, and always will be – and not only for the shape. He wasn't old enough to have been brainwashed by advertising – he was responding with his brain. If I'd only had an I-phone camera back then...

Source: Citroënvie

I first wrote about the CCCV Venus Bay weekend seven years ago and it was a fixture in the club calendar then. We keep going back to Don and Dierdre Scutt's home between Inverloch and Cape Liptrap and camping there year after year, so what is the attraction?

February is good camping weather and we are near good surf beaches so that is a big plus. So, too are the activities which host Don arranges. We have been riding his fleet of Velosolexes, an annual ritual, and we have been sailing on the Tarwin River aboard a steam yacht, which sounds impressive and it is, but in a somewhat different way. We have journeyed to Cape Liptrap, Bear Gully and Walkerville from where you can gaze across Waratah Bay at Wilson's Promontory. We have even visited a local pottery and a wind farm. But those are not the main game.

The main game is croquet, played on a court at the house prepared by our host. Not a lot of skill shown but a lot of fun had by all players. But even the main game is not the main game.

We bring and share food, starting with barbecuing our bacon and eggs *al fresco* and having breakfast together and finishing the day with a very large Yeeros spit-roast for our evening meal; all, of course, washed down with yours or someone else's wine. There is an in-house coffee machine as well. You would have to join us to discover the difference on the coffee menu between a Halle Berry and a Curtly Ambrose, a secret language compiled by Jenny Kirkaldy. But that, enjoyable as it is, is also not the main game.

The main game is the company. This is the time when we chill out with little or no agenda and sit under trees with cheese, nibbles and drinks and simply enjoy the company. There are both old and new friends. Not many of you have met Gavin and Sandy, retired dairy farmers, club members and 2CV owners from up Shepparton way, but we've all learned a bit about dairy farming. Multiply that across teachers, nurses, engineers, a metallurgist, a pastor and all the other stories of parenting, grand-parenting, travelling and otherwise doing life. There is occasionally a bit about motor cars as well.

That is why we keep going back. Your fellow club members are much more interesting than the mere trials and tribulations of DS or 2CV ownership or restoration and this is the time and place to discover that and enjoy yourself doing it.

So thank you Don. Thank you Dierdre. Thank you to all the friends who keep going back and making it the time it is.

Michael Faulks a club member had just restored a Ds21 when it caught fire and was destroyed. We appeal for members with spare DS parts to offer them to Michael so he can recover from this tragic event.

See details on page 8 of the February newsletter or contact Michael directly:

Contact Michael: mfaulks12@gmail.com



CLUB SHOP

Open at every club night. See Wolfgang for Clothing, Mugs, and other Citroen accessories including Oil Filters for various models.

SEW ON CLUB
BADGE—\$7.00



L108	Oil Filter for	Ds/Id
LS131	"" ""	2CV(A Series)
LS450	"" ""	GS?GSA
LS867B	"" ""	BX/Xantia/late CX
Z146	"" ""	CX LS923 C5 Diesel
CO234	"" ""	DS?ID Filter

Seals (O Ring) Spheres

"T" shirts, Polo shirts and Jackets with Citroen logo available for order from Club Shop and many other goodies.

Sales and Wants

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

Email ad to: editor@citcarclubvic.org.au or ring (03) 97285526

Please send cheque, or money order, made out to "Citroen Car Club of Victoria" (include a note saying what the payment is for.)

Send to

**The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131**

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

Thank you.

Citroen Parts For Sale

2/19

2CV –

1. Red roof – good condition and good glass
2. Raid style tubular aluminium bumper bars, with tow bar – good condition

CX

1. 2400 Pallas boot lid – very good but no lock
2. Bonnet – very good no rust, no dents and undercoated.

D Models

1. Left side front door with glass and winding mechanism – good condition
2. Complete engine (DS21) with manifold – condition unknown
3. Complete 4 speed manual gearbox. Selectors work
4. Complete D21 head and manifolds
5. 2 Weber dual throats carburettors complete
6. Fuel tank with guard cover
7. Fibreglass roof in very good condition but with rust in the 16 bolt metal frame
8. Starter motor by x 2
9. Generators x 2

Make a responsible offer and the item is yours and I have gained some space in my garage and some money for the ongoing repairs of the other cars. Parts are at Fingal.

Contact Richard Ward 0417 316 060

Sales and Wants

FOR SALE...1954 CLASSIC CITROEN TRACTION LIGHT 15 BIG BOOT SLOUGH BUILT UK.

3/19

CASH PRICE AUD \$ 20,000
40,000 MILES

4CYL

98 OCTANE PETROL

4 SPEED MANUAL

BUGUNDY WITH BLACK GUARDS

INTERIOR - RED VELOUR

BODY 4 DOOR - 4 SEAT SEDAN

FRONT WHEEL DRIVE...BUILT

DATE 1954...RELEASE DATE 1954

REG NO JOSE...STATUS & EXP. DATE 26/3/2019

VIN CHASSIS 9550155

ENGINE NO AN19667

ENGINE TYPE: PISTON

CARBURETTOR: SOLEX SINGLE

WHEELS: STEEL

TYRES: MICHELIN 165X400

The car is in Dingley, Vic

Contact Jose Rivalland 0488 546 111



Rare Xantia Turbo CT for sale.

3/19

Four cylinder petrol with 5 speed manual transmission, Alloy wheels, Michelin XM2 tyres approx one third worn.

Hydractive II + computer sensor control suspension, 108 Kw, 235 Nm. One owner, 167000 Km. First registered March 1998. The turbo makes this car a delight to drive with great flexibility and good acceleration from any speed. No RWC. Reg. No. OVN 392. \$2000

Car is located in Dromana Victoria.

Contact Peter on 0407 826 325



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen Xsara

3/19

Reg. SVD 000 2004 Manual

2 door coupe 5speed transmission 4cyl 1997cc

One Lady owner – 59000 kms Vin: VF7NORFSB73838916

Excellent condition interior and exterior. Colour: light grey Metallic paint

Located in Mount Martha, Victoria.

Contact: Ph 59741073 or Email: paul.lamblin@bigpond.com

Club Badges

These can be ordered from the Treasurer at a cost of \$12.00 each plus \$3.50 p&p per order. They are engraved white on red Traffolite and are 75mm by 30mm in size. Payment can be by cheque or direct credit to the Club's account or by VISA or MasterCard

1981 Citroen 2CV6 Club \$12500

12/18

Imported and owned by one owner since 1992. This is the disc brake model. Mileage is about 350,000 km. About 100,000 km on the second engine. "Harriet" has been garaged throughout this time. She has been lovingly serviced by 2CV legend Ralph Hibble. For the past five years she has been mostly parked up while her owner has been sailing the oceans. Still loved but no longer needed, Harriet seeks an owner who will care for her. There are many spares and manuals, and so many wonderful memories.

For enquiries, contact Rob rob@intrepidelk.com mob 0498 553 690 Reg: B5X 288



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Also available from club shop at club meetings.

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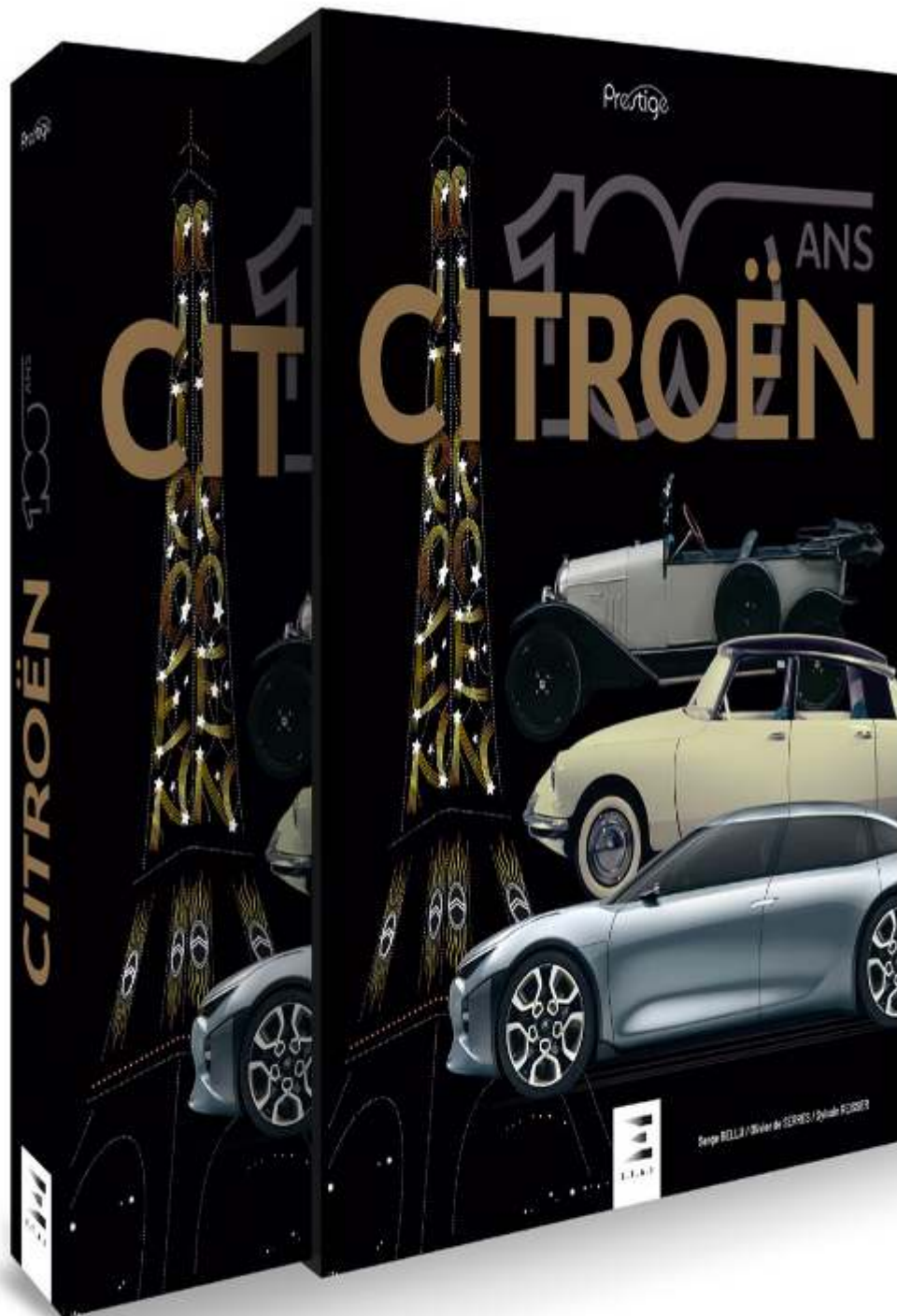
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In the context of Citroën's 100th anniversary, a new book is being launched – “Citröen 100 Ans” (100 Years) – authored by: Serge Bellu, Olivier de

Serres and Sylvain Reisser. This 240 mm x 290 mm hardcover publication is 400 pages with 800 photos.

List price is: 89,00 €, but up until Feb 3, 2019, Citroën Club Members around the world can purchase the book for: 75,50 € – a special discount of **15%** and also get free delivery.

If you would like to purchase the book, you can download the pdf order form [here](#). Fill it out and send it to Léa Felzines at: lea.felzines@infopro-digital.com.

If you have questions, you can call Léa at: +33 (0)1 46 99 31 52 or visit the website at: www.editions-etai.fr.