



THE NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

April 2020

**-CORONAVIRUS-
MASS CANCELLATION OF
EVENTS AND MEETINGS**

IN THIS ISSUE

In these troubled times
Report on AGM batteries
Coronavirus cancels all events
Pt Nepean Quarantine Station

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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



Citroën GS/A 50th Tour

Saturday October 3rd to Saturday 10th October 2020

Eligible Models GS GSA Birotor

TOURING ROUTE: Starting in Ararat, overnight stops in Horsham, Ouyen, Renmark, Kingston SE, Mt Gambier, finishing in Hamilton.

ENTRY FEE: \$200 per person which includes 2 Dinners, entrance fees to J Ward Tour and the Stick Shed.

ACCOMMODATION/EXPENSES: All entrants are responsible for booking their accommodation and all other expenses.

See FRONTDRIVE and CCOCA website for further details.

BOOKINGS/PAYMENTS: Available from 1st May via the CCOCA website <https://citroenclassic.org.au/wordpress/>

BOOKINGS CLOSE: September 1st 2020

ENQUIRES/EXPRESSION OF INTEREST: Andrew Begelhole 0427378423 fdrdcit@yahoo.com.au



President's Message

Well the world has changed very dramatically in a short space of time. I was getting ready to head over to Europe for a holiday but all that has now been cancelled. I wish I could pick Lotto numbers as well as I picked countries to visit – Spain,

Portugal and a Mediterranean cruise that disembarked in Venice followed by a train trip to Rome! At least I got to visit the Portsea Quarantine station and Fort Nepean. It was a great day out with beautiful clear skies and sunshine.

The CIT-In 2020 has been postponed by the NSW Club but we will not know what the Covid-19 gathering restrictions will be in effect in September. However, we will eventually get through this and just about everything will be out on hold for the time being. Please keep in touch with your fellow Citroen friends as much as you can, either by phone or at a distance if you happen to pass by.

All Citroen Car Club events are cancelled until further notice but I will ask the committee to keep working on the priority items for late 2020 and into 2021.

Please visit our Web page for any news and also have a look at our Facebook page. You can find it in the "Find Friends" section if you search for "Citroen Car Club of Victoria Inc.". Post a comment and share your Citroen stories with us.

Bruno Tonizzo
President CCCV Inc.



If undeliverable return to:
CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

CORONAVIRUS ETEQUET

- **SOCIAL DISTANCING**
- **SOCIAL ISOLATION IF DIAGNOSED WITH IT**
- **DON'T ENGAGE IN UNNECESSARY TRAVEL**
- **WASH HANDS FREQUENTLY**
- **SNEEZE INTO A TISSUE & THROW AWAY**
- **IF YOU HAVE A FEVER, RUNNY NOSE, BODY ACHES ETC: RING YOUR DOCTOR FIRST BEFORE GOING TO THE SURGERY.**
- **ONLY BUY WHAT YOU NEED**

Restrict your drive to stay alive

FRONT COVER

Don& Dee with Bruno as we walk around the Fort area at Point Nepean National Park.

MIDDLE PAGES

Images of the Fort area.

BACK COVER

A rusted metal stand, representing the time the Army was in control of the park area.

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

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: Martin Ulyatt and Charles Sloan. 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 litre. ([see p/26 for your closest rep](#))

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

Events Calendar	2020	Draft Activities Program	2020
April	4 Jamieson Autumn Festival 4 Westgarth French Film Festival— INFO @ CCOCA WEBSITE 10-13 CITIN COWRA 16 Club night 19 BBQ @ Phil Cotrill's, Tyabb		May 16-17 Trentham w/end 21 Club night— Post Citin talk & supper. 27 CCOCA invite CCCV to their meeting. Post Citin & supper. June 18 Club night—Jon Faine July 16 Club night 17-18 Bastille Day Federation Sq. 19 Bastille Day-French Community. Aug 16 Daylesford Pub Run 18 Club night 20 Club night Sep 13 Tech Koo Wee Rup 17 Club night
NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.			
Monthly 1st- <u>Chit-Chat Tuesday</u> Mc Crae Provedore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat.			
For more details on club events contact : Club President.			
VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator) Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.			NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED THOUGH UNTIL MAY 31 AT LEAST.

CCCV Club Advice Line

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

Forthcoming Club Events

CORONAVIRUS NOTICE

Cit-in is postponed to 25th-28th Sept and all CCCV events will be cancelled until the end of May 2020. At the end of May the Committee will re-evaluate the situation and see if CCCV can resume any meetings or events.

Review & confirm details on Citin website.

April 4th

For those members who are **not** going to Citin in Cowra NSW, then this is an alternative. Several members went last year including the editor, and it was a hoot. Good eats, and country atmosphere. Great accommodation in the local caravan park, which is a short distance from the main street where it all happens. This year they are supporting Drought Relief.

MONTH May

Cavalcade of Transport
Trentham Historic Railway Station
To celebrate National Motoring Heritage Day



FRIDAY 17TH MAY 2020
Victoria Street, Trentham.
Display vehicles to 10.30am for spectators
Heritage and Country Vehicles

CANCELLED
Due to Current Covid 19 pandemic

MEET:
TIME:
WHERE:
COST:
RSVP:
BOOKINGS:
BRING:
CONTACT:

Relax.
Gold Coin.
2 May
To allow confirm.
While all vehicles are welcome to the AGMC Heritage Day & Heritage Day Display.
Bring all picnic luncheon requirements.
Tim Cottrill 0416 009 297

Please consider staying in and around Trentham or be sought and paid for by individuals. I suggest this be.
For those in Trentham Saturday evening, a dinner reservation.
Whistle Hotel 705 James Lane, Trentham East at 7.00pm

VICTORIAN HIGH COUNTRY
JAMIESON
A TOWN FOR ALL SEASONS

AUTUMN FESTIVAL
4 April 2020



CANCELLED
Due to Current Covid 19 pandemic

See the
Back in Time
Festival Program
Proudly sponsored by
MANSFIELD SHIRE
Art Precinct at

April 19 Sunday

BBQ lunch at Phil Cottrill's home in Tyabb

10.00am Meet at the Packing House Antique shop 14 Mornington-Tyabb Rd. Numbers are limited to 50 people.

NOTE: BBQ is BYO every-

CANCELLED
Due to Current Covid 19 pandemic



GRANDPROFILE.COM



Day 1. 3/10/2020 Saturday
Evening Welcome Dinner and Tour at J-Ward Ararat.

Accommodation in Ararat
Chalambar Motel 132 Lambert St, Ararat.
03 5352 7050
Statesman Motor Inn 79 Lambert St, Ararat
03 5352 4111

Day 2. 4/10/2020 Sunday 120 kms
Ararat to Horsham.
Ararat via Halls Gap to Horsham.
Time to explore the Grampians.

Accommodation in Horsham
Majestic Motel 56 Stawell Rd, Horsham
03 5582 0144

Day 3. 5/10/2020 Monday 210 kms
Horsham to Ouyen.
10am The Stick Shed, Murtoa for Group Tour. Then take part in the Silo Art Trail.

Accommodation in Ouyen
Ouyen Motel 9 Farrell St, Ouyen
03 5092 1397
Ouyen Caravan Park 10 Calder Hwy, Ouyen
03 5092 1426

Day 4. 6/10/2020 Tuesday 210 kms
Ouyen to Renmark
Ouyen, Mildura, Renmark

Accommodation in Renmark
Renmark Hotel 60 Murray Ave, Renmark.
08 8586 6755

Day 5. 7/10/2020 Wednesday
Renmark
Free Day

Day 6. 8/10/2020 Thursday 245 kms
Renmark to Kingston SE
Renmark, Pinnaroo, Bordertown, Kingston S.E.

Accommodation in Kingston S.E.
Lacepede Bay Hotel 1 Marine Parade, Kingston S.E.
08 8767 2444

Day 7. 9/10/2020 Friday 170 Kms
Kingston S.E. to Mt Gambier.
Kingston S.E. Robe, Beachport, Millicent, Mt Gambier.

Accommodation in Mt Gambier
International Motor Inn 200 Jubilee Hwy, Mt Gambier.
08 87254811

Day 8. 10/10/2020 Saturday 150 Kms
Mt Gambier to Hamilton
Mt Gambier, Nelson, Dartmoor, Digby, Hamilton.
10am Nelson Airport Tour.
Farewell Dinner - Bandicoot Motor Inn, Hamilton

Accommodation in Hamilton
Bandicoot Motor Inn 152 Ballarat Rd, Hamilton.
03 5572 1688

2020 New York Auto Show Delayed Until August



Following the cancellation of the 2020 Geneva Motor Show due to the ongoing coronavirus outbreak, it was announced today that this year's New York International Auto Show will be delayed until August. In an emailed statement, show officials confirmed that health and safety concerns were the main priority. The show generates more than \$330M in economic value.

"We are taking this extraordinary step to help protect our attendees, exhibitors, and all participants from the coronavirus," said Mark

Schienberg, president of the Greater New York Automobile Dealers Association, which owns and operates the annual show at Manhattan's Javits Center.

The show will be rescheduled to August 28 – September 6, with the press days occurring August 26 – 27. New York International Auto Show officials say they will follow up with more information in the weeks ahead.

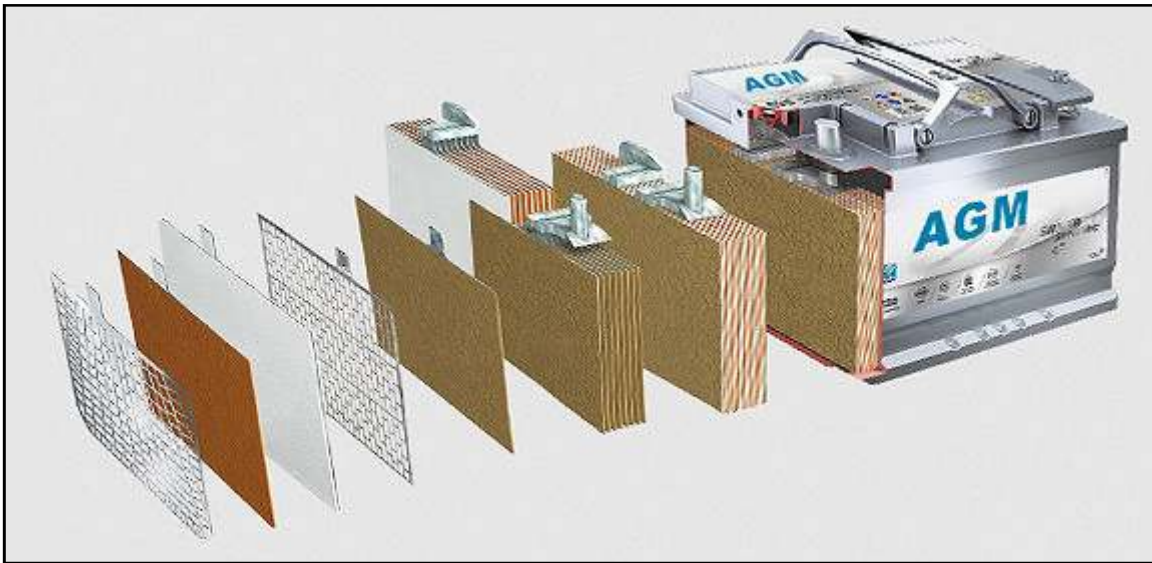


It was announced today that The Annual Spring French Car Meet scheduled for April 11 in Longwood, Florida has been cancelled due to Coronavirus.

The meeting was to be held on Longwood city property, and the organizers are expecting the city to soon cancel all gatherings on their property, as other cities in the area have done already. Hopefully, things will be back to normal before long, and plans are, according to organizer Willem G. van de Wouw, to hold this year's meeting in the fall.

Report on AGM Batteries – The Better Alternative?

By Glen Konorowski....



The liquid acid is absorbed by the glass fibre wrapped around the lead so nothing is sloshing about. By using a better quality lead, electrons flow better giving the battery more cranking power and allowing it to last longer.

Since most of us let our cars sit for the winter, it is inevitable that the battery will run down over the course of the winter. I have been lucky enough for the past 4-years that my battery has not ever had to have been replaced, but I expect I will have to replace it soon. Unfortunately, there are those who are not as lucky and have to replace their batteries every 2-years. This can be a pain when you charge up the battery after sitting only to find that it doesn't hold a charge.

One solution to constantly replacing batteries is to get one that lasts longer and holds a better charge. Presently the best way to do this is with an AGM battery and not just a bigger battery. AGM or Absorbed Glass Mat batteries work like conventional lead-acid batteries but use better quality material.

AGM sealed battery technology was originally invented in 1980, and developed and introduced in 1985 for military aircraft where power, weight, safety, and reliability were paramount considerations.

Instead of plates of alloy lead in rows with liquid acid in between, AGM batteries use high quality and almost pure lead closely wound with thin ultra-fine fibreglass mats sandwiched between the plates that are saturated with battery acid to about 95% of what they can hold. They are packed in between the plates and slightly compressed, then welded/soldered in place. (In cylindrical cell batteries like those made by Optima, the matting is wrapped).

Because the plates and mats are packed fairly tight, they are almost immune to vibration.

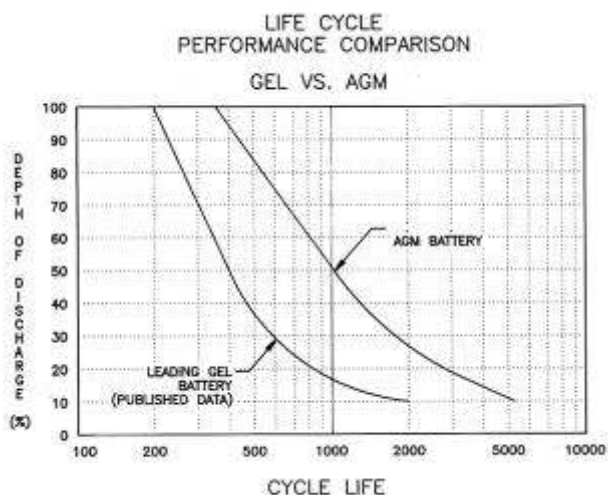
In the conventional batteries, the separation material used for the alloy lead does not effectively allow the electrons to flow as well, so there is less cranking power. The lead/alloy composition of the plates when inactive will sulphate over time diminishing the effectiveness of the battery. One other key factor to the life cycle of the conventional lead-acid battery is the evaporation of the liquid (distilled water) as compared to an AGM which is basically sealed.



Two other advantages to the AGM construction are that in case of a crack in the wall of the battery they will not leak. A colleague of mine did happen to get into an accident with an AGM battery installed. The AGM did crack and didn't leak and I saw the damage just after the accident as a leaky battery could cause extra damage. In fact, he started the vehicle and drove away. This did perk my interest and I found out later that AGM batteries are also less prone to damage if the vehicle is driven over rough terrain.

So why haven't all the major automotive companies not switched over to AGM batteries? Well, cost is a big factor. The conventional batteries we all use in our day to day vehicles work fine as these vehicles, for the most part, don't sit inactive for long periods of time.

←
In today's modern vehicles there is a flow of power at all times for a host of things like radios, clocks and alarms. Driving your vehicle constantly replenishes that draw of power. But, if a new vehicle is allowed to sit for a long time, it will take less than a year to fully drain the battery. In a test that some friends made on a new car the battery, it lasted just nine months.



Things we have to contend with in older cars is inactivity and nagging little electrical shorts that cause the battery to drain. As AGM batteries have more power they will not run down as quickly as the conventional battery. They also have the ability to recharge better when the charge is low due to the better flow of electrons within the battery.

Charge %	AGM	Wet Cell
100	12.8	12.6
90	12.7	12.5
80	12.6	12.42
70	12.5	12.32
60	12.3	12.2
50	12.1	12.06
40	11.9	11.9
30	11.7	11.75
20	11.5	11.58
10	11.2	11.31
0	10.7	10.5



The one downside that Citroën owners with 6-volt cars face is that the size of an AGM battery may not fit in the same manner as a conventional lead-acid battery. (6-volt 2CVs for example, take a 19L size battery [L: 8.25" x W: 6.75" x H: 7.5"] and the only AGM 6-volt battery is made by Optima – part # 8010-044 which measures L: 10.06" x W: 3.63" x H: 8.13". Because of its height, it needs to be mounted on its side and secured in a custom manner.)



Optima – part # 8010-044 6-volt battery.

If you are installing a conventional shape modern maintenance-free battery, you may not be thrilled that the top of the battery does not have old-style filler caps. For some sizes of batteries, there are options to put covers on that give a vintage appearance.



Two companies that offer such a product are Battery Toppers (for AC Delco 24 Series) and Tartopper.

<https://citroenvie.com/report-on-agm-batteries-the-better-alternative/>

THIS IS NOT AN AD!

DUST AND PAINT REMOVAL IN DANDENONG

It came to me via a Facebook posting.

I just thought this new business might be of interest to some club members. Ed.



This looks like an easy way to clean that rusted restoration job: but at what cost?



IN THESE TROUBLED TIMES



For some time I have been practicing social isolation, and only venturing out on a need to basis. I don't believe in tempting the possibility of catching the Coronavirus by careless activity. After all, the CCCV and the Photographic Society I belong to, have ceased all meetings and activities as far as personal contact goes.

The Photography club has at least kept their monthly competition going, by having members send in their images by email by a fixed date. They are then sent to the Judge we were having for that evening, and we would get back the results in one week. We hope this will maintain members interest during this next six to twelve months; when we might be able to return to normality after that time with both projected and printed images.

I decided to get a few things in a local Supermarket. I must have been delusional.

There were so many bare shelves that it looked like the lower decks on those old slave ships from South Africa. I reckon they could have slept 5,000 bodies in there.

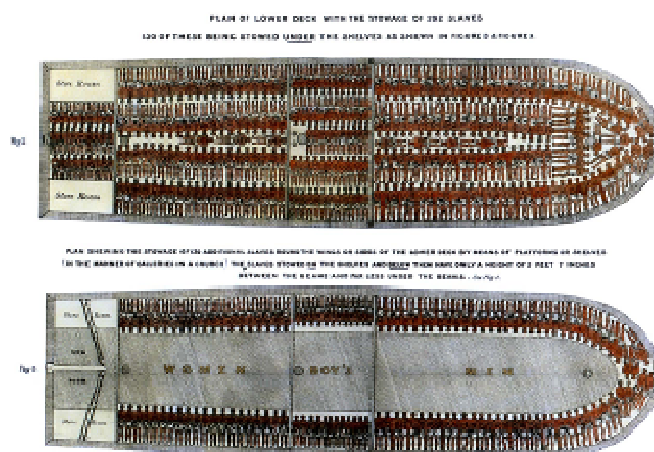
I managed to scrounge a couple of tins of dubious soup and four of those ready frozen meals. There weren't many left. No meat, no eggs, no milk and no dunny paper.

I also got some Hot Cross Buns.

I had bought some previously in another Supermarket a few days earlier and they were quite pleasant. They were light and airy with plenty of dried fruit mixed through them, and together with a good slice of butter on each half; went down well with a cup of coffee.

While writing this I am eating one of the ones from the second Supermarket with my coffee. I must say they are not up to the mark, and I can understand why they were left on the shelves even though many other essential items were missing. When biting into them, they have the consistency of Blue Tack, minus any dried fruit. I have had to put my finger into my mouth to remove the paste from my upper denture. Not nice. So don't buy any if you're tempted or desperate, although to be honest; they would be worthwhile keeping in the boot of the car encase your car engine blows a Welsh Plug. They would block that up nicely for a quick on road repair.

For a car club I thought this would be a handy hint, and in a worst case scenario; you could at a pinch, eat them as emergency rations.



Ed.

Spectacular Finale to the Centenary Year

We were certain that the **NEC Classic Motor Show** would be a worthy round-off to so many great and memorable events, marking the 100th Anniversary of our cherished Citroën. Little did we know that this 'show finale' would turn out to be glorious indeed, in more sense than one.

On Friday, 8 November, our Club won not one but **TWO** much-coveted *The Classic and Sports Car Magazine* awards of 2019:

The Citroënian was named **Club Magazine of the Year** and our four-club strong combined display was recognised as **The Best large Club Stand**.



I'd like to mention one other star of the NEC show: 1964 **Citroën Bijou**. It appeared on the list of "Our 18 favourite cars from the NEC Classic Motor Show 2019", picked by 500 the **Classic & Sports Car Magazine** staff.

"This late example, known affectionately as 'Monique', has been with its current owner since November 1990 – bought following its owner's first visit to that year's NEC Classic Motor Show! Based on the 2CV but with styling influenced by the DS, this car was bought in a dismantled state and has since been slowly pieced together, as near to original as possible."



Rare CX collection for sale

Our colleagues at CX-Basis in Germany have been in touch. Their stock of interesting CX examples is dry stored in a multi-storey car park in Karlsruhe, Germany. The car park is becoming unavailable at the end of this year and all the cars must go



The CX-Basis offers the unique opportunity to buy CX in very good condition or very suitable for a restoration far below market value. The background: Due to the imminent demolition of the parking garage, we unfortunately have to clear the parking spaces and can only accommodate some of the cars.

There are mostly very good basic vehicles for a new construction with different motorisations. Including exotics such as a 1977 CX 2200 D Break from the private collection of Jochen Heusel, a three-axe Loadrunner 1 from Mike's garage, but also Gti Turbo S1, up to Gti and TD Breaks from 1991. The vehicles stood dry the last years, are all rollable, but predominantly not drivable.

The vehicles are offered at a price well below the realistic sales value, depending on the circumstances.

please contact <info@cx-basis.de> for the latest news.

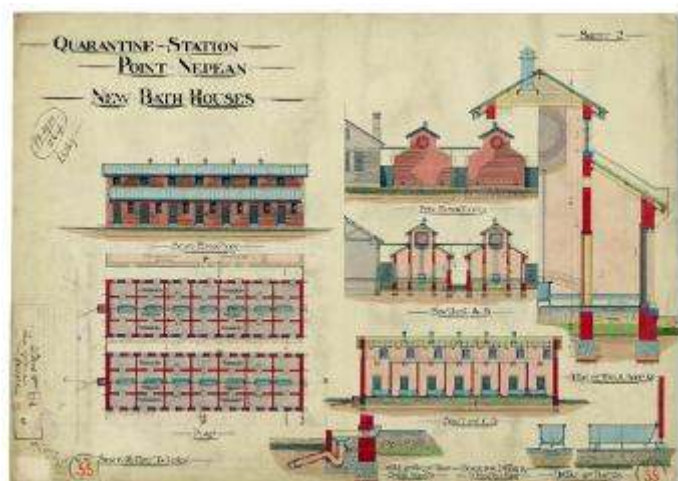
<https://citroencarclub.org.uk/>

Quarantine the Fourth Phase 1900 to 1925

A Period of Significant Growth – the Fourth Phase: 1900-1925

At the turn of the century the first significant upgrading of the station was undertaken – and the last by the Victorian government – in the form of the construction of a large disinfecting and bathing complex. Passengers as well as their goods and luggage were now subject to a form of disinfection.

No other quarantine facility in Australia appears to have undergone similar development, despite the threat of plague, which had reappeared in Hong Kong in 1894 and Bombay in 1896. Two factors which may have been responsible for this situation were that other colonial Governments were lax in their approach due to the impending Commonwealth control and responsibility for quarantine, and that Victoria was especially fortunate in that **Dr D Astley Gresswell**, head of the Department of Health, was vitally concerned with these issues. Historian **Shane Power** has written that the Victorian reaction to overseas developments and the threat of plague, as manifested in the new facilities, was probably due to **Gresswell's** influence.⁶³ In addition, and closer to home, it could also have been that the issues relating to the recent detention of the *Himalaya* ([as outlined previously](#)) may have expedited the construction of appropriate bathing and disinfecting facilities.



Plans for New Bathhouses c1899

New bath houses designed by the Department of Public Works, 1899-1900.

The disinfecting and bathing complex adopted a new palette of materials – that of red face brick – and its appearance seemed to signal a break with old methods and facilities of previous years.⁶⁴ The complex consisted of a brick disinfecting building – including the boiler, two brick bathing blocks and a timber luggage receiving store.

The new buildings augmented the 1866 stone wash-house and replaced the former drying house and boiler. Subjects entered the bathhouse building through one door, discarded their clothes which were removed for disinfection and washing, bathed and then exited through another door, after putting on clean garments, which had been left waiting in the dressing room for this purpose. In 1908/09, a timber kitchen building was appended to Hospital No. 2 as part of its upgrade to form improved accommodation for second class passengers. This kitchen building, one of the last works documented and funded by the Victorian government, would be a short-lived facility – it was superseded by 1916.⁶⁵

These works would be the first of a period of significant change at the station, the pace of which accelerated after it came under formal control of the Commonwealth government into the ownership of the new Commonwealth government in March 1901.

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Quarantine – Background

The discovery of gold in Victoria was a mixed blessing to the settlement at The Heads. Increasing numbers of ships, with their great numbers of passengers, provided more trade for the supply of fresh meat and vegetables. However the unsanitary and overcrowded conditions not only on board ship, but also in the homes, boarding houses and points of embarkation, aggravated the incidence of disease, and increasing numbers of infected persons were entering the colony.

The Ticonderoga 1852

The full impact of this latter condition was felt when the “Ticonderoga” from Liverpool, with 795 passengers and 48 crew on board at sailing time, anchored off The Heads on the 3rd of November 1852, carrying scores of fever stricken passengers. Word of their plight reached Melbourne on the same day through a report from the skipper of a brig which had overtaken the “Ticonderoga”.

Every effort was made to prevent the spread of the epidemic and the worst cases were placed aboard the “Lysander”. However, there were 70 deaths while the “Ticonderoga” was in quarantine, the victims being interred in an improvised cemetery near the foreshore. Later some remains were re-interred in the New Cemetery about a mile away towards Point Nepean. Here also are buried many of the first settlers, including Ford and Edward Skelton as well as sailors from the ships “Tornado” (1868) and “Cheviot” (1887) which were wrecked at The Heads. It was used by local residents until the new General Cemetery at Sorrento was opened to the public in 1890.

Quarantine Early 1850s

The early timber buildings both built and requisitioned with accommodation under canvas. Difficulties in disposing of the dead. The Quarantine Station was gazetted in 1854 and from this time isolation was enforced by police supervision.

Quarantine the Second Phase 1856 to 1875

The first of the big hospitals, doubts about the necessity of the Quarantine Station, other uses for the Station and a Royal Commission.

Quarantine Station in 1875

Description of the facilities as they existed in 1875.

Quarantine the Third Phase 1876 to 1899

The telegraph encourages visitors, the end of egalitarian accommodation, the quarantine of the *Himalaya* and developments coming up to the new century.

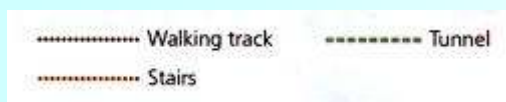
Quarantine the Fourth Phase 1900 to 1925

Significant growth, other uses as summer schools, the Commonwealth assumes control, demolition of some original buildings and the Spanish flu pandemic.

Quarantine the Fifth Phase 1950 to 1998

The Army assumes control and introduces the Officer Cadet School and the Army School of Health. There are accommodations for refugees and the station is handed over.

FORT NEPEAN and NATIONAL PARK



While two couples had to apologise for not coming on this CCCV run to the Quarantine Station, four members did; consisting of our President Bruno Tonizzo, Don and Dee Scutt and the Editor.

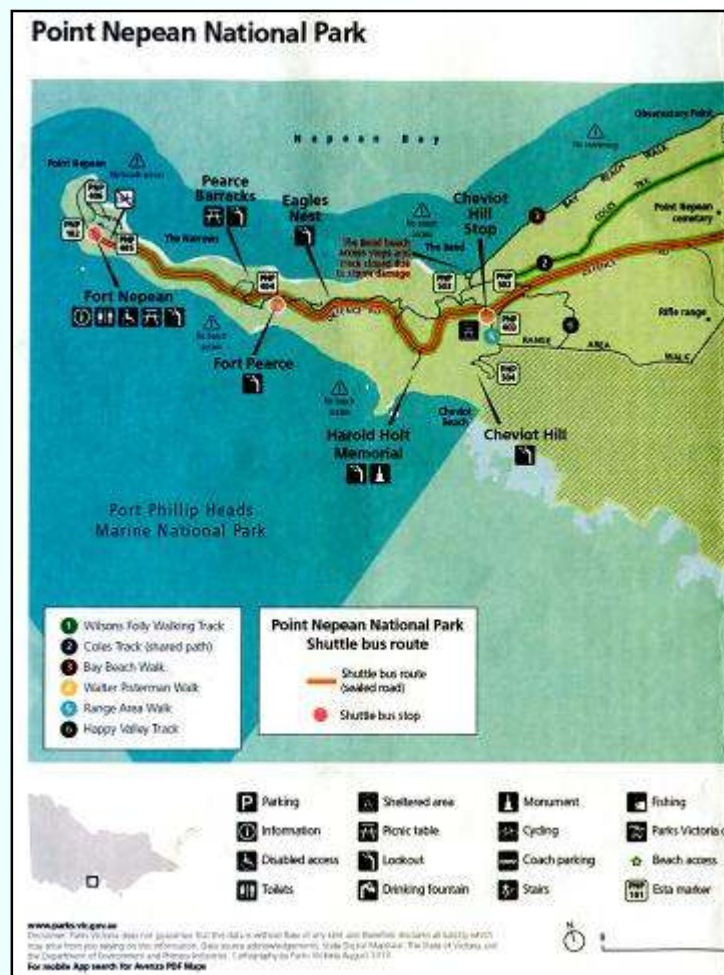
The weather was superb with a blue sky and temperature of 29°

We caught the bus from the Quarantine area after proudly showing our senior cards, and headed down to the tip of Point Nepean. Alighting there we proceeded to explore the tunnels, bunkers and concrete re-enforcements, including the disappearing gun installation.

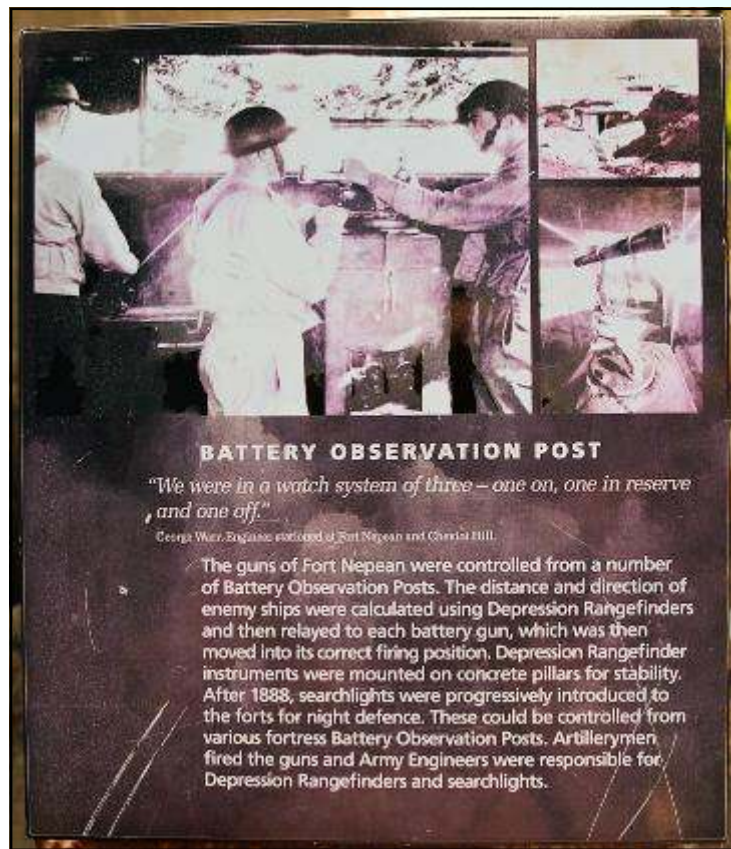
That was not enough, so we headed down and around the actual point as shown on the map above.

A number of signs advising us to beware of snakes were positioned at strategic locations.

But what about the unexploded bombs?



NEPEAN NATIONAL PARK



Solid concrete re-enforcements and tunnels..

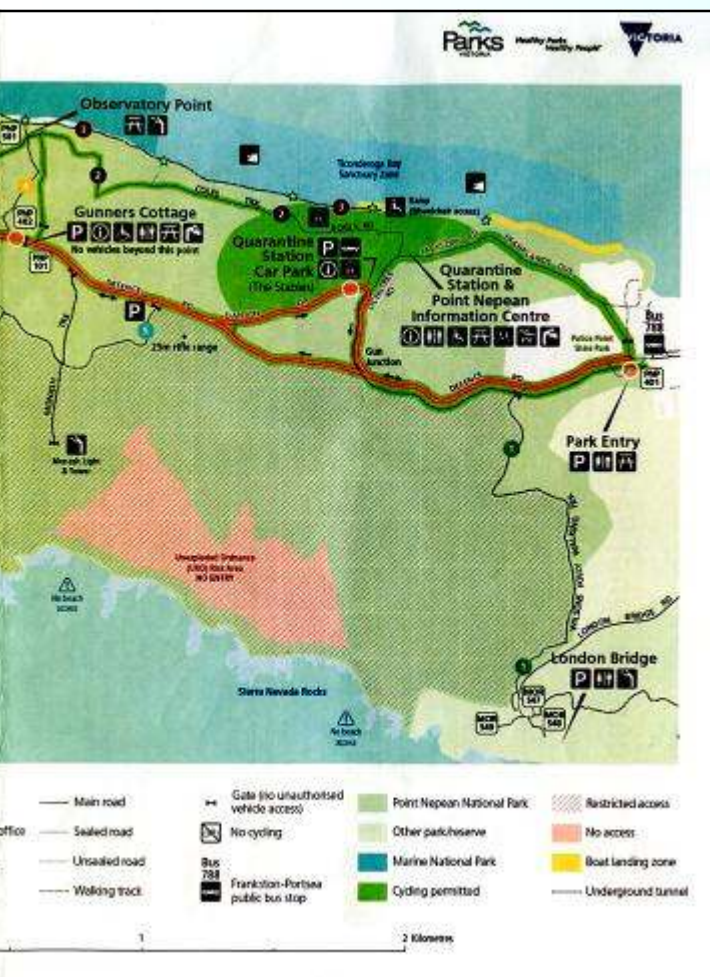


Bruno spots a suspicious cargo vessel:

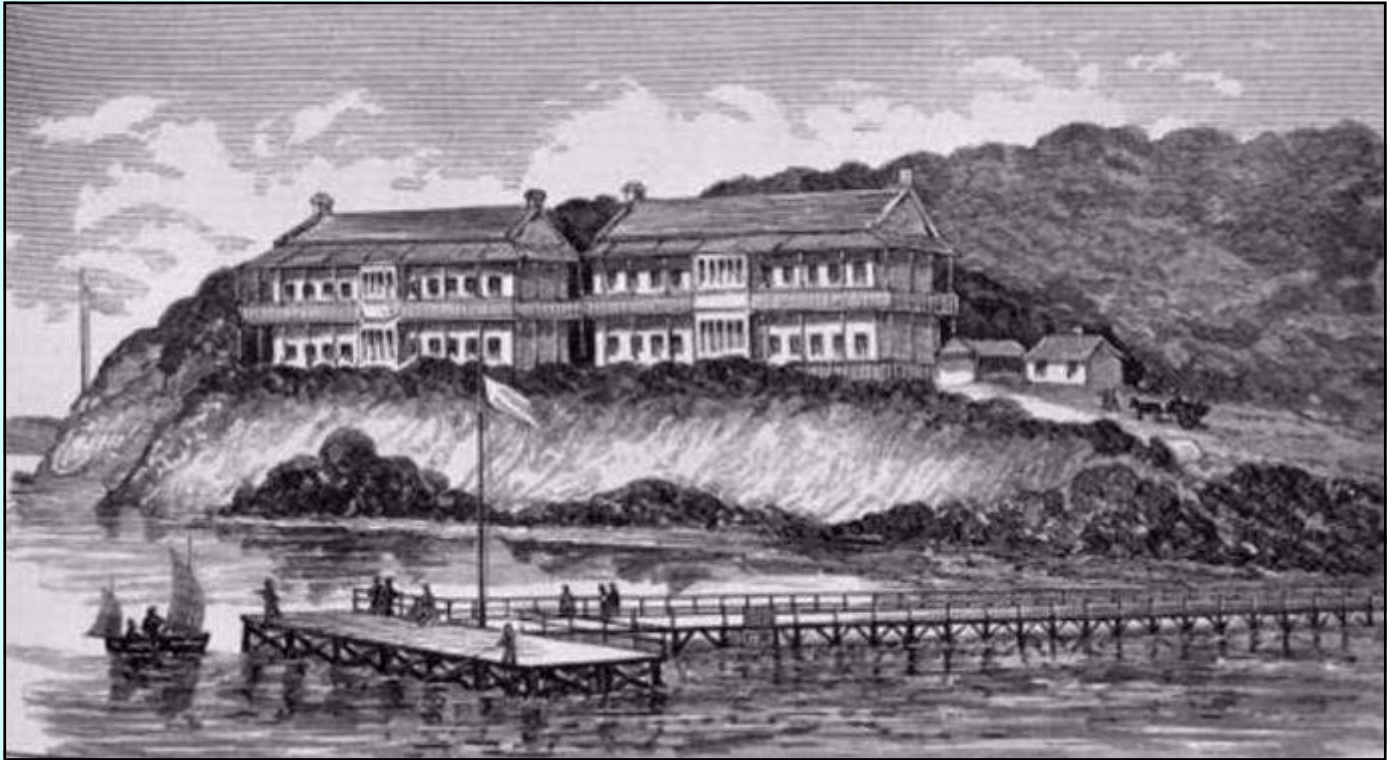
"Heading 045 degrees-Range two thousand metres-Elevation 2.5 degrees-F....."

To cap the day off, we headed for the Portsea Pub for lunch, minus Bruno, who unfortunately had heard some very disturbing noises coming from the engine bay of his small Fiat. This required it to be taken home of a flat top for safe keeping.

An unfortunate end to a glorious day. Ed.



PORT NEPEAN QUARANTINE STATION



1852



Remains of former wharf.



Fumigation room



Parade ground



Hospital

Sales and Wants

C5 Estate 2006 2.2 diesel

3/20

I have owned my 2.2 diesel C5 Estate since I bought it new in January 2006 (it was built in October 2005) but am now looking to replace it with a 4WD camping vehicle. While I would like to keep the Citroen this is not really feasible. I am not being offered much on it as a trade-in and would like it to go to a good home so wanted to check to see if it is a vehicle that may be of interest to any CCCV members. It has done 173,000 kms and is running very well if you ignore the "de pollution system faulty" warning light that comes on all the time (despite replacement of the EGR valve and lots of long distance cruising). The car is very solid with no rattles, the body is in good nick and the car has never been in an accident though there are a few minor marks as you would expect. Everything works, including the big sunroof and I have all of the original documents and security info. Do you think anyone would be interested?

Ewan Taylor
0404 800 876 emackt@gmail.com

ADD TO BE CONFIRMED AFTER PAYMENT

1974 Citroen D Special

04/20

1974 Citroen D Special Details

Current Car details

Chassis Number 10FD7024 Engine Number V149P
Registered on Victorian Club Permit Plates

Modifications

Engine is now fuel injected. 5 speed gearbox

Restoration work carried out in last 4 years

All rust removed. Complete body repaint (Blue Danube)
Complete re-upholstery (blue jersey). New matching door cards

Price \$25,000

Contact Ian Downie 0452 411 104



Sales and Wants

DS PARTS FOR SALE.

Air intake hose from bumper bar to cold air fan unit
Air intake hose from bumper bar to heater fan unit
Alternator 75 amps
Bonnet hinges
Bonnet closing pins.
Brake pads main and parking pads (with hard to find retaining spring clips)
Brake shoes new plus brake drums one pair.
Brake pedal rubbers plus clutch pedal rubbers
Bumper bar 3 pieces Front DS type
Bumper bar pre 1965 type complete
Bumper bar rear with Citroen mudflap fitted
Cooling system hoses
Cold air fan and housing
Clutch cable
Door glass and runners and winders
Door handles inside and out
Driving light globes
Exhaust pipe clamps
Flexible exhaust
Front guards
Front doors
Front indicators
Front suspension cylinder gators
Fuel pump
Gear change handle housing rubber
Headlight switch ID19 + DS21 /23
Headlight boxes complete with access door
Headlight glass + Perspex covers on suction cups
Headlights and driving lights
Heater radiator plus fan housing
Heater hose
Height Correctors
Hubcaps all types (early DS suit 1956 to 1965, D special from 1967 to 1975, late pallas type)
Metal radiator hose with heater outlet

Oil filter + gasket
Radiator
Rear doors
Rear guards
Rear window glass sedan
Rear window glass safari Perspex type
Rear guards (sedan)
Rear suspension bump stop
Rear suspension gators
Rear suspension ball bearing
Rear suspension ball bearing grease cups.
Spheres split types
Stainless steel trims (PALLAS) inner and outer
Starter motor
Tail lights
Thermostat
Turning headlight parts.
Water pump
Wheel rims 5 studs

CONTACT ROB: MOB 0439 798 079



Club Permit Scheme

For cars manufactured after 1948

CPS RENEWAL

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.

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.

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, the 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 an **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. (See downloadable form links at the bottom of the page).

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. As proof of ownership the car owner must provide **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 [the VicRoads CPS changes from 31 Jan 2015](#)

6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorising signatures are used and that the permit is assigned to the correct club.

Note: Please contact our CPS Secretaries before sending papers for signature to avoid the possibility of them sitting in the club's PO box for several weeks. (A stamped, self-addressed envelope would be appreciated)

Ferdi Saliba (Deer Park) :	0409 384 977
Dave Rogers (Frankston) :	0422 229 484
Tom Gruzca (Nunawading) :	0431 396 277
Bruno Tonizzo (Endeavour Hills) :	0418 945 461
Peter Moloney (Ashburton) :	0411 869 705

Postal Address: CCCV-CPS c/- PO Box 122 Nunawading Victoria 3131

For pre-1949 vehicles, CCCV will conduct its own safety inspection (which may be a certificate of roadworthiness or a club safety inspection based on VicRoads' guidelines).

For more information see this [VicRoads Website](#) link

Download the [Club Permit Application Form](#)

Download the [Vehicle Eligibility Form](#)

IMPORTANT ADVICE

It is vital that CPS plated car owners maintain their financial membership with the club.

If memberships are not renewed on time the CPS permit is immediately invalid.

It has insurance implications and potentially legal consequences.

The same applies if you use your car whilst the permit has expired.

Sales and Wants

Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990

1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
- Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
- A good radiator man to look at where an electric fan was to be mounted with bolts through core
- Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
- There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
- About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
- There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
- The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
- When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground

Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

Sales and Wants

CITROEN 2CV ADVERTISEMENT.

1984 Charleston model 602cc \$33,5000 (12/19)

VIN number is: 0906006238

Warning. When motoring in this cute and quirky Charleston 2CV, be prepared for admiring waves and smiles from fellow motorists and pedestrians!

Featuring maroon and black paint, the 1984 French built/UK import Deux Chevaux achieved Australian compliance in April 1998.



With an odometer reading of 58,257 miles (supporting UK paperwork indicating original mileage), it presents in excellent body and trim condition and good mechanical order.

A comprehensive service history since arriving in Australia is available.

Ready for leisurely roof-back summer cruising and with nothing to spend, the 2CV is currently registered with non-transferable Victorian club plates. A roadworthy certificate can be supplied if sold in Victoria.

This 2CV Charleston is located in Melbourne and is regrettably being offered for sale due to a deceased estate.

CONTACT: Paul beranger@bigpond.com.au.

Phone: 0418 318 756.



CV 2400 C-Matic

4/20

I have a 1979 CX 2400 C-Matic which I haven't used in at least 15 years. It was my pride and joy and bought from John Neomontis' workshop. An electrical problem around the distributor has not been attended to for years. I am not so young any more and would like it to go to a new home rather than see it wrecked. Silver in colour with the interior in excellent condition. I live in Yea, Vic.

Phone John: 03 5797 2319

Photo for illustration purposes only. Ed.



GS 1220 CLUB

2/20

I have a GS1200 that drives and has a few spares, that I want to give away because the wife wont let me leave it on the front lawn anymore. I don't want to see it destroyed. Does somebody want it for nothing?

Michael 0437973007 michael watson <mickwat@bigpond.net.au>

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them. No charge.

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



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.

1985 Citroen 2CV Charleston

12/19

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



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

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

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

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

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

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



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



1992 Citroen AX GTi

12/19

Citroen's first green car.

Designed for ECO 2000 – French Government/Citroen project 1981

Brief: Dover to Barcelona 'on a single tank of fuel'

DESIGN – Bertone/Citroen – Trevor Fiore – Carl Olsen

WEIGHT – 640 kg

DRAG COEFFICIENT – 0.31

FUEL – 2.7 litres /100 Km (Guiness Book of Records)

DELIVERY – Single point fuel injection

POWER – 190 bhp (75 kw -100 ps)

TOP SPEED – 119 kph

VIN- VF7ZAZW0000ZW6533

Engine No. 1FS2R751514

REGISTRATION – 1QM 2BS

Asking \$7000

Contact Andrew Hepburn: andrewh@internode.on.net

Click on the link below to see photos.

[AXGTi for sale!](#)



For sale **Restoration project a 1967 D21** , often referred to as the one to have... " *the holy grail of D's* ". This D has the sloping dash, LHM (green fluid) and BVH (hydraulic gear change).

The car is located in Adelaide and has not been driven for > 25years and as such is in need of full restoration, but its pretty much all there.



The car's details are:

Engine number: DX3160438860

Chassis Number: A43306757

Contact is welcome to email: lee.scholte@gmail.com or phoning 0407150038.

02/20



BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

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Fax: (02) 9484 1900

eai@eai.net.au

www.eai.net.au

LHM SALES *(Strictly Members Only)*

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

Mentone	Stephen Maloney	0438 155 797
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

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IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE

AUSTRALIA: -

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Phone/Fax (07) 4126 2502
Mobile: 0427 161 132
email: pleiadesauto@hotmail.com

UK: -

12a Brookside
Sawtry Cambs PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
email: Pleiades.sawtry@gmail.com
www.pleiades.uk.com



