



THE NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

August 2019



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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

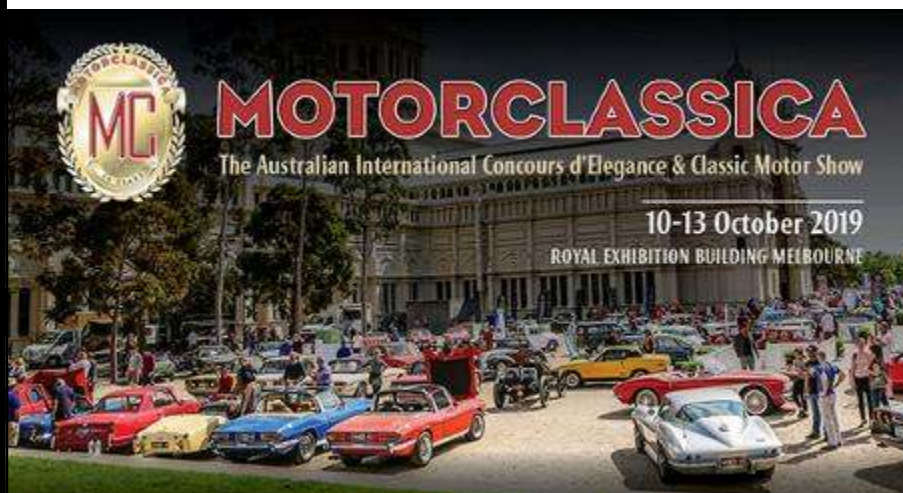
Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

Motorclassica



The organisers of Motorclassica 2019 are arranging for a display of something like 12 classic Citroen cars inside the Exhibition Building as part of the 100 years of Citroen celebration. The event will be between the 10 to 13 October. The 2 Citroen clubs have been locating suitable cars on Motorclassica's behalf but it is now over to Motorclassica as to what cars will end up in the final display. I think they will be pretty tough.

Separately from the inside Citroen display, "Club Sandwich" will be running again but with different and much better arrangements namely-

- We will be able to bring our cars in and leave all on the same day. We have chosen the 12th October, the Saturday for the moment.*
- As far as we know, each entrant will get one free entry ticket.*

Given that there are going to be such a fabulous array of Citroens inside, getting to park outside and see all the displays for free is a real plus.

Anyone who wants to be in Club Sandwich should contact Ian Downie, blueduck1949@gmail.com



If undeliverable return to:
CCCV PO Box 122
Nunawading Victoria 3131
ACN A29766N
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President's Message.

I have just enjoyed a fantastic weekend celebrating Bastille Day. On Saturday I travelled to Federation Square in the city to visit the Bastille Day celebrations being held there and on Sunday, I travelled to the Flinders Hotel for the joint CCCV and CCOCA Bastille Day lunch. Our lunch was well attended and enjoyed by all who came along and both Clubs are looking forward to more shared events in the future. While in the city I caught up with former CCCV member Lou Citroën and his wife at Southern Cross station. Lou and his wife met me there to donate a framed Citroën picture to our Club. Their donation is very much appreciated and I'm sure that we can find a place in our Clubroom to proudly display it.

Our membership Secretary, John Wyers, enlisted the help of our Club's Club Plate Scheme (CPS) Secretaries to carry out an audit of CCCV CPS records against the VicRoads CPS database for CCCV. Some inconsistencies were detected and affected members were contacted and advised of the inconsistencies. Please ensure that you advise the Club of any changes to your CPS car so that we can stay aligned with the VicRoads records and to meet our obligations as administrators of the Club Plate Scheme for CCCV.

Have you considered nominating for the CCCV Committee? The AGM is in October and some Committee positions will become vacant. We all enjoy the outings and events that the Club offers its members and their smooth running is all down to a very talented supportive Committee. Please consider taking up a position at the next AGM so that we can continue to have a fantastic Club that we all enjoy.

Bruno Tonizzo

President

Citroën Car Club of Victoria Inc.

FRONT COVER & BACK COVER

French Festival/Bastille Day Celebrations held in the Atrium and Deakin Edge of Federation Square , Melbourne.

Images: Brian James.

*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 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,



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: Adrian Cannata, Grant Williams and Bobby Macindoe. 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 2019

Draft Activities Program

2019

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- Chit-Chat Tuesday Blue Bay Café,
667 Pt. Nepean Rd, McCrae (opposite the steel Lighthouse).
Melways 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.

August	10	10.00am Naked Race Café P/5
		1Grange Rd Cheltenham
	25	Geelong Motor Museum P/5
	15	Club night-Movie
September	15	Tech day Garths' home
		Sphere re-gassing on the day
	19	Club night—Vintage Wiring
October	11-13	Motorclassica
	17	Club night AGM & BBQ
	20	Citroen Concours Como Park N.
November	10	Piggery Café Burnham Beaches
	21	Club night—Ted Cross
	22-24	Geelong Revival
	24	French Car Festival Geelong
December	8	Christmas BBQ Frog Hollow

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 & modern 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/C5	Graeme McDonald	9781 1649			

Forthcoming Club Events

10th August Saturday

Coffee morning/brunch

LOCATION: Naked Racer Cafe
1 Grange Rd Cheltenham –next to DFO

TIME: 10.00am



RSVP:

btonizzo@bigpond.com by 8th August

25th August Run—Sunday



TIME: 10.00am

LOCATION: 23 Waymouth St,
Hamlyn Heights
Vic. 3125



RSVP: btonizzo@bigpond.com



Citroen Technical Day

Sunday September 15th 2019
Starting around 10.0 am



For New



For Old



For very old

- * Use of 4-post hoist
- * Sphere regassing (LHM only)
- * Some workshop facilities (BYO tools)

- * Barbecue, free sausage sizzle, tea and coffee
- * Garth's car collection
(Citroen DS, SM, CX, AMC Javelin, Pontiac GTO, Corvette, Ferraris)

RSVP

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

November 10th Sunday

NOTE DATE CHANGE

Run to Piggery Café at
Burnham Beeches for lunch.

Location: 1 Sherbrooke Rd,
Sherbrooke

Time: 11.30am Meet in car park.

After lunch walk through the glorious Nicolas Gardens which are next door and finish the day with a drive through the Dandenong Ranges.



It is very busy here. Have your meal early. No bookings taken in advance at weekends.



MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

October 11-13th

2CV DUAL-CHOKE SOLEX CARBURETTORS FROM 1978 ONWARDS

by Graeme Dennes

Two Types of 2CV Carburettor Top Cover Screws Were Used by Citroen/Solex:

Left-hand drive ("European") 2CVs generally used 5mm diameter, 0.8mm pitch screws, which is a DIN and (later) ISO thread standard. These have 15 thread *spacings* over 12mm ($12\text{mm} / 0.8\text{mm} = 15$), and are commonly available from automotive parts stores, hardware stores, etc.

Right-hand drive ("English") 2CVs generally used 5mm diameter, 0.75mm pitch screws, which is a superseded JIS (Japanese Industrial Standard) thread standard. These have 16 thread *spacings* over 12mm ($12\text{mm} / 0.75\text{mm} = 16$). These are quite difficult to find. The extent that 0.75mm pitch screws were used in right-hand drive cars is not known to the writer.

The two thread standards appear *very* similar to the eye, but the screws are *not* interchangeable, and *permanent* damage to the threads in the carburettor body *will* result from fitting the incorrect screw.

Should such thread damage occur, it may prevent proper tightening of the cover screws, resulting in poor sealing of the top cover with the gasket and body. This could allow fuel to escape and the possibility of fire! *Treat this as a very serious issue*. Another possible consequence of damaged threads is interference with the carburettor's normal operation through loss of vacuum inside the body chambers, leading to vehicle starting and running problems.

The simple rule to use? Always refit each screw back into the *same* position it came from, and hope for the best when retightening!

Wilson Carburettor Service, located in Airport West, Victoria, phone (03) 9330 3216, has a long history with Solex carburettors. They can also supply or manufacture replacement screws of 0.75mm and 0.8mm pitch to your requirements, and perform helicoil repairs for stripped threads.

Choke cable mounting bracket screw - Standard Screw Is Too Short:

The standard carburettor top cover screws are typically 15mm in length. However, the screw which does double duty to hold the choke cable mounting bracket should be around 22mm length (but no longer) to maximise thread contact with the carburettor body. The effect of this 7mm shortfall is the eventual stripping of the threads in the body socket during normal carburettor maintenance activities because only about *one third* of the body threads are in contact with the screw. A helicoil repair will be needed if the threads are stripped. The problem may be easily resolved by the fitting of a 22mm length screw of the *same* thread type as the original. It seems this issue was never corrected by Citroen. Again, Wilson Carburettor Service can provide the 22mm screw.

The Perfect Solution:

For my "English" 2CV, which was fitted with 0.8mm threads(!), I made up a set of six custom-length M5 x 0.8 "screws" from hex-headed bolts with a screwdriver slot neatly cut in the heads. Each screw was cut to the maximum length allowable for each position, providing for the correct sealing between the top cover and the body, and the longest maintenance life of the carburettor body threads. Don't forget to slip a split washer under each screw head.

CONT 

Photos:

Photo 1 shows a standard Solex M5 x 0.8 x 15 screw, with its fitted split washer, alongside an M5 x 0.8 x 20 replacement screw (hex headed bolt).

Photo 2 shows the new M5 x 0.8 x 22 screw fitted to the choke cable mounting bracket position. Note the slot cut in the head for a screwdriver.

Photo 3 shows a side view of the choke cable mounting bracket, with the new M5 x 0.8 x 22 screw in position. Note the end of the screw just projecting outside of the lower opening of the carburettor body socket (centre of photo), ensuring the maximum possible thread area is being utilised. Ensure all new screws are not *too* long to cause binding against the carburettor body, else more stripped threads will result.



24th November

French Car Festival

French Car Festival...part of Geelong Revival

Location:

For those who want to formally enter, entry is before 8.30 am and exit is approx. 4.30pm

More info to follow

RSVP's Ian Downie: blueduck1949@gmail.com



JEFF AND JOE'S JOYOUS JOURNEY

POST CITIN RUN 2020

Carrying on the tradition of having a run after the Easter CIT-IN Joe Schembri and myself are organising a post 2020 CIT-IN run. The run will include visits to a number of attractions some of which are popular and as Easter is during NSW school holidays the key message is BOOK ACCOMMODATION EARLY.

Below is an itinerary for the trip with suggested accommodation which is primarily motels and cabins. All attendees are responsible for their own accommodation.

Daily drive notes will be provided to attendees

Interested parties can contact ourselves; for a full list of details.

Jeff Goodchild 0407 404 058, jeffgoodchild@tpg.com.au

Joe Schembri 0418281755, schem006@bigpond.com

Some features:

Day 1 Monday 13 April

- Temora Aircraft Museum or Rural Museum/Ambulance Museum
- Fish Fossil Museum, Canowindra
- *travel and drive Mt Panorama and accommodation*
- Leura, Echo Point (Three Sisters) and Scenic World (Scenic Railway) – 5 kms
- Lunch in Newnes Valley
- Blue Mountains Botanic Gardens
- Drive to Hill End
- Drive to Sandy Hollow
- Drive to Wisemans Ferry
- *Distance 218 kms*

Day 11 Thursday 23 April

Activity Outline

Drive to Wisemans Ferry via Wollombi and ferry over Hawkesbury River,
Morning Tea at Wollombi (1 Hour) (coffee, stores and local produce available)
Lunch at Spencer Store (and Café) (on the Hawkesbury River) (light lunch specials available)
Only food purchased on site to be consumed on premises.
Picnic area on the river over the road for those bringing lunch.
Stay at The Retreat (Motel) Wisemans Ferry

The Retreat 0245664422; retreat@wisemans.com.au.

[Quote booking no 13038](#) [12 rooms held until end Aug 2019.](#)

Cit-in 2020
Cowra NSW

April 10, 2020 - April 13, 2020

FRENCH CAR DAY



France is a pioneer in the automotive industry producing such famous brands as Bugatti, Renault, Peugeot and Citroën. France also hosted the first Grand Prix in 1901. In 2019 this automotive history will be on display at the Geelong Revival Motoring Festival with one of the largest collection of French vehicles on display. Dont miss your chnace to see these wonderful machines .

SUNDAY 24TH NOVEMBER 2019
WATERFRONT GEELONG



RENAULT
CAR CLUB OF VICTORIA

GEELONG REVIVAL
MOTORING FESTIVAL

A Chance Meeting Makes for a Memorable 2CV Meet

by Rod McNair...



Our adventure in France began as a result of listening to Citroënvie club “tool man” Jim Sciberas describe the plans for he and fellow club members to attend the 100th year Citroën anniversary celebrations in France this summer. Nancy, my wife and I take an overseas trip every few years and we had not travelled beyond Canada for the past 5 years. The appeal of a France trip grew as we thought of vineyards, the Mediterranean, baguettes, historic towns, Paris, where we have family connections, and of course Citroëns. We began planning.

There were several obstacles that made it impossible for us to attend the anniversary, however, my ever resourceful wife, found that the 26th French National 2CV meet was to be held in St. Amand-Montrond from May 29th to June 2nd. Since our Citroën is a 1964 2CV, that meet would suit us perfectly.

We felt sure that we could incorporate a stop there as part of a 2-week trip. Our trip included Bayeau/ Juno Beach, Nice, Monte Carlo, Beaune, and Paris and the 2CV meet in St. Amand-Montrond.

We had no problems booking Airbnb's with the exception of the 2CV meet. All accommodations in St. Amand-Montrond were booked in the town so we looked beyond the town to a larger place nearby called Bourges. Rail transportation in France is exceptional. Trains are on time, they generally go fast and they are inexpensive. For us, there was only one exception to otherwise great rail service. When we arrived in Bourges we tried to buy train tickets to St. Amand-Montrond, a distance of 40 km. Usually, trains run several times a day between the towns, however, for the duration of the meet the trains were not running due to track repairs. We looked at options. Car rentals had to be returned before 6:00 pm. There were no direct buses, but we could use two buses to get to St. Amand. This was a 3-hour trip to cover the 40 km. Leaving Bourges at 9:00 am we would arrive at the meet about noon. That would work out fine however, the returning bus was filled and there was no way to return. We decided to go anyway and worry about getting back later.

While waiting for our second bus I had an idea. Using the paper bag that we used to carry our lunches we used our limited French to write a sign that asked if anyone at the meet were travelling back to Bourges and had room in their car for two Canadians.

Nancy was not particularly optimistic but agreed there was nothing to lose. The bus let us off at the train station and we began walking toward the centre of town. There were 2CV's everywhere. We had arrived at the tail end of the parade. As the 2CVs passed, drivers pumped horns, passengers standing on seats waved and shouted greetings. People on the streets responded with exuberance. My excitement mounted as we followed the path of a seemingly endless line of 2CVs towards what we thought must be the Meet. Unfortunately, we discovered that we were following the cars in a parade route that took us off course. Nancy got out the Garmin GPS. The streets were deserted however and we asked directions from a man who pointed and said "Deux km." About an hour after arriving in St. Amand-Montrand we were finally at the main gates. I was expecting to see lots of 2CV's but was still surprised by the number and variety of 2CVs. Apparently, there were 3500 of them.

Many had come from nearby countries and they were camping with their individual clubs. It was indeed a social event. I have attended numerous car events in Canada and couldn't help noticing the differences. In Canada, generally, the old car hobby is dominated by an aging male population. Many clubs recognize that attrition is reducing



membership and there are very few young people joining clubs to fill the gap. This is definitely not the case with 2CVs. There were all ages of owners with their spouses and children. It was nice to see this and Nancy and I speculated that the 2CV attracts just about everyone.

Upon entering the grounds I put the sign around my neck which hung down over my chest. Within a minute, a man approached me and said "I'll give you a ride to Bourges. When do you want to go?" Both Nancy and I were amazed at our luck. Jacques and I shook hands and introduced ourselves. Then we agreed on a time and place to meet. What a relief it was to have a ride back. The entire discourse lasted only minutes but, we could now relax and enjoy the day.

The weather was wonderful and we were surrounded by 1000's of 2CVs. There was so much to see. We headed off to the used flea market which was run each morning until noon. Most vendors were in the final stages of packing their vans and trailers with all used items related to 2CVs. We moved on to the field where all the major 2CV vendors had set up enormous tents with parts displayed and well organized. There seemed to always be a crowd in these tents with 2CV owners purchasing long lists of parts. This was a great opportunity to pick up parts if you didn't have to think about space and weight for the return flight. Maybe I should have created more space by leaving my clothes in France!



We walked over to the adjacent field which had 2CV related paraphernalia. That's where we managed to find perfect gift/souvenirs for our eight grandchildren, 2CV T-shirts. Perfect, the grandkids all love the car and the shirts are light and take little space in our carryon luggage. By this time we were hungry. There were plenty of choices in the adjacent food vending areas. After lunch we walked through the camping area where there was such an array of 2CVs, some with customized bodies, many with barn-find patina, others with modified motors and suspension. They were eye candy for the enthusiast. By this time it was time to meet up with Jacques.

Jacques arrived exactly on time we walked a short distance where we met with a few of his friends who were camping and had gathered to relax together. Nancy and I were surprised to discover that Jacques lived in Leon and was not going home until the meet ended. He was just helping

tourists and explained that these meets for him are many things, including meeting people.

As we approached his car he said that his 2CV was unique. It was definitely modified. The rear trunk had been adapted to be twice the size of a regular 2CV and inside the dash had numerous extra switches. Jacques has owned the car since 1985. He replaced the engine at 250,000 km and now has over 400,000 km. The last 200,000 km, the car has run on propane (LPG). The conversion was done by Jacques. He explained that the only modification in the motor was hardened valve seats. He mounted the LPG injector on top of the carburettor so with switches inside the car he can shift from one fuel to the other. The LPG tank is 40 litres and he said he has travelled as much as 700km on a single fill. As we travelled at 100km/hr he demonstrated the change over from LPG to gas. It was seamless.

Jacques asked if we had seen the 2CV museum. We explained that because we were travelling on foot it was too far from the meet. He then said he would drive us there because he felt the museum should not be missed. He was right. The theme for the museum was a look back at the year 1969. All displays were from that time. There were French cars of all makes as well as Citroëns from various years prior to 1969. Along with the description of each car, there was the value in francs of each used car in 1969. H-vans, Tractions could be purchased for the equivalent of a few hundred dollars. Jacques told me he bought an extended version of the H van many years ago for 300 francs and sold it recently for a substantial profit. While we were at this meet Jacques introduced us to his friend who is a well known 2CV guru. He owned a Sahara which he regrettably sold to a U.S. buyer, but has since made many Sahara conversions. Jacques mentioned that he has a second home in West Africa where he has a 2CV that he has converted to 4 wheel drive. I think that he has four 2CVs.

It was good to have made the effort to attend this meet. There was plenty to see. The most significant part of the day was meeting Jacques.

Clearly, he is a true 2cv enthusiast but much more. He seemed genuinely happy to help a pair of Canadian strangers and refused compensation. He spent the afternoon with us and made sure that we did not miss the enjoyable experience at the museum. The day was a fantastic experience largely due to Jacques' kindness, engaging personality and of course, the thrill of riding in his modified 2CV.





Yvonne, Bruno and Jenni Albanis



Wolfgang and Natalie



Sue Smith with Warwick and Petra Spinaze



Max Lewis' C6 and Helen Parsons' 2CV

Images above at the Flinders hotel: Tom Grucza

Image right, Fencing at the French Festival—Deakin Edge: Brian James



A DJUSTING 2CV VALVE CLEARANCES

By Graeme Dennes

Incorrect valve clearances can result in hard starting, loss of power, reduced engine life and potentially, engine damage.

For visual confirmation with the rocker covers removed, the front valves are the exhaust valves and connect to the exhaust manifold, while the rear valves are the inlet valves and connect to the inlet manifold from the carburettor.

The following method is drawn directly from the Citroen Repair Manual No. MAN 8161, Vol. 1, October 1983, All 'A' Vehicles, Operation No. A. 112-0, Adjusting The Rockers. It states:

This adjustment must be carried out with the engine cold. Set a valve when the corresponding one, on opposite cylinder, is fully open.

Intake = 0.2mm

Exhaust = 0.2mm

When the inlet (intake) valve on one cylinder is fully open (valve spring at maximum compression), set the clearance of the inlet valve on the opposite cylinder.

Likewise, when the exhaust valve on one cylinder is fully open (valve spring at maximum compression), set the clearance of the exhaust valve on the opposite cylinder.

A common method used for setting and checking valve clearances is that when a valve is fully closed (valve spring at minimum compression), set the clearance for that valve. If you do this on an A-Series engine it will result in valve clearances that are *very* tight. * **Do not use this method.**

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.



Bastille Day Lunch was held at the Flinders Hotel on Sunday 13th July 2019.

A total of 50 members from both CCCV and CCOCA Clubs enjoyed a delicious Bastille Day lunch at the Flinders Hotel. Having our own private function room meant that we could add our own French decoration to the table tops and bar area adding to the French ambience of the lunch. It was a great day for catching up with old acquaintances and making lots of new friends.



Both Clubs are looking forward to more joint events to share our love and enjoyment of Citroën automobiles.

A big thankyou to Peter Moloney and Ian Downie for organising the event and also to Kate Moloney for the fantastic table decorations that made the day special.



All images:

Bruno Tonizzo

Dave Rogers

Peter Moloney

Bruno Tonizzo



Lord K's Garage #142: La Petite Rosalie

Posted by lord_k on June 8, 2012

Sources: The Automobile Age, motorsnaps.com

<http://www.dieselpunks.org/profiles/blogs/lord-k-s-garage-142-la-petite-rosalie>



Citroën Rosalie 80th Birthday Meeting
Happy birthday Rosalie. To celebrate the event and to honor the old Lady, 200 Citroën gathered on the racetrack of Montlhéry (France) on May 19th & 20th 2012.

These days, with rigorous prototype testing and computer-aided manufacturing, we take our cars' reliability for granted. Carmakers have every confidence their products will last.

It was very different in the early 1930s, when human error meant that few cars — and roads — could be entirely depended upon. In this environment, Citroën decided to prove the longevity of its products.

Its smart new 8CV Rosalie model made its debut at the 1932 Paris motor show, with an up-to-the-minute unitary-construction body and a 89ci (1,452cc) engine, advertised as “floating power.” Citroën arrived at the Montlhéry race track in 1933 with a special



8CV. It was called “Petite Rosalie” (or Rosalie IV, or *Rosalie des Records*) thanks to its cut-down, skimpy two-seater body. The idea was to see how far the car could be driven, non-stop, with a team of drivers.



(photo by [CITROËN](#) @ Flickr)

Five ACF officials and eight timekeepers kept a close eye on the operations. After some stops, due to the ACF Grand Prix and the Women Grand Prix taking place on the same track, André Citroën waved the chequered flag to stop the Petite Rosalie on July 27th.



The car ran for 133 days and nights, and only stopped when it had covered over 186,000 miles (300,000km). This incredible total — 120,000 laps at an average speed of 58mph (93kph) brought Citroën enormous publicity. Petite Rosalie also broke or established 300 other records. Before long, the name Rosalie became a byword for dependability.



(photo by [fangio 678](#) @ Flickr)

SPECS:

- YEAR REVEALED 1933
- PLACE OF ORIGIN Paris, France
- HISTORICAL STATUS speed record car
- ENGINE four-cylinder, 89ci (1,452cc)
- MAXIMUM POWER 32bhp
- LAYOUT front-mounted engine driving the rear wheels
- BODYWORK two-seater roadster
- TOP SPEED 70mph (113kph)
- NUMBER BUILT one
-

Sources: [The Automobile Age](#), [motorsnaps.com](#)



"I saw this Citroen at a rally based in Cadillac, near Bordeaux recently. It is an 8CV, 1452cc endurance record car. Very striking looking car."

Some more pictures of the original Rosalie and her replica (or replicas?):

Russell Meehan—club member.

Chit Chat Tuesday



For longer than I can remember, I had intended to go down to Mc Crae and join fellow members in their monthly get together over coffee, nibbles and even a late breakfast.

Finally, using the MS Outlook calendar, I remembered; only to be confronted with a flat battery the night before. The RACV guy in the morning after asking me the question: *"Have you just driven this a short distance over the last day or two?"* to which I replied: "Yes!". I had just taken the car out of the garage the day before to wash it, then straight back into the garage. As both days were cold the engine had not warmed up and the injectors thought it needed more fuel and flooded it. No need for a new battery. Phew!
After all, I have only had that battery nine years. Give it a go mate!

THOSE IN ATTENDANCE.

Warrick Spinaze
Len Jenkins
Robin Smith
Robin Grant
Mike Neil
John Parsons
Dave Rogers
Garth Campbell
John Graftdyk
Elliot Beniada
Andy Murray
Joe Versteeg
Bruno Tonizzo
Brian James
Colin Bates



A warm cosy ambience fires the verbal discourse in this passion pit of a self help group of Citroen passionardos.

A smile, a giggle, and some intense discussion on an intriguing mechanical issue or oil leak. It never ends.

Ed.

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 Grucza (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.

Michelin Debuts Their Next Generation Airless Tyre

Citroenvie



Michelin claims some 200 million tyres are prematurely scrapped every year because of damage.

Airless tyres will also be good for autonomous cars, which Michelin and GM claim; “will demand near-zero maintenance from the tyre to maximize their operating capabilities.”

It's like Michelin took inspiration from Citroën with the chevron structure of their new airless tyre. Michelin says their new design called 'Uptis' (unique puncture-proof tyre system) is a production-ready version of the Tweel system that can sufficiently replicate the characteristics of a normal, air-filled tyre. It is made from composite rubber and resin-embedded fibre-glass, and can “bear a car's weight at road-going speeds” thanks to material and structure improvements.

Michelin's has been committed to the development of airless tyres for some time. The company first showed an airless tyre in 2005 when it unveiled its Tweel system that is currently being used on construction and farm equipment. In 2014, Michelin introduced its new \$50 million US plant for airless tyre production. (See [this article](#) we featured in Citroënvie back on Nov. 20, 2014, and [this article](#) back on May 2, 2018).

Michelin is teaming up with General Motors to offer them on production vehicles starting in 2024.

The benefits of a tyre without air in it are many and varied. GM and Michelin say the risk of punctures and blow-outs will be totally eliminated, as will excessive, life-shortening wear caused by under – or over-inflation, making roads safer as result of fewer blow-outs and flat tyres. As a result, tyres will be replaced much less often, so fewer can be produced – with a savings in raw materials, energy and emissions required to produce them.

Later this year Uptis will start real-world tests on a fleet of Chevrolet Bolt EVs.

We wonder how snow, ice and dirt and not going to collect inside them? Perhaps for production they will be covered with a breathable side membrane. After all, Michelin needs someplace to put its name on the product.

What is yet to be revealed is the cost of the tyre system, and which type of vehicles will be fitted with them. So far there has only been talk of fleets and shared or rented vehicles using the Uptis tyres.

The companies have stated that their aim is for a complete reshuffle of conventional wheels and tyres, so that they are fully replaced as an assembly unit for passenger cars. If so, tyre shops could be going the way of gas stations as Uptis equipped autonomous EVs become the common means of transportation.



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@citroenclubvic.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

An experiment by Citroën

Did you all have a good weekend? Let's start the week with a funny but mysterious vehicle. We came across this black and white photograph on the worldwide web. It is an experimental project by Citroën. We think the photo of this taxi is taken sometime around 1925. But other than that we have no idea whatsoever.

Who can tell us more about this vehicle? Which is not so comfortable for the chauffeur when it is raining...



Query from John Parsons.

PREWARCAR.COM

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24-6-2019

Sales and Wants

GS 1220 parts for sale or storage

5/19

- 1 bonnet
- 2 front guards
- 2 inner front guards
- 1 front under tray
- bumper bars
- 1 headlight panel
- 1 set engine shrouds
- 1 complete engine in good condition
- 2 gearboxes
- 1 set of drive shafts
- 1 rear end sub frame complete with susp. arms
- 1 set of upper and lower front susp. wishbones
- pair of rear chrome-framed side windows
- rear glass windscreen.

- many small parts in numerous boxes
- pair of headlights.
- dashboard and console components
- steering wheel

I'm open to sensible offers for individual parts, or the offer of safe undercover storage for all the parts in Melbourne, with first refusal given to the storer to purchase any of these parts at nominal, or no price, as required.

Alternatively, I will sell the lot for \$1,000. Parts are currently in Melbourne in temporary storage as I have no room to house them with my GS 1220 in SE Queensland.

Contact: Michael Browning on 0418 324 328 or michael@browning.com.au

AUTO TOOLS AVAILABLE TO MEMBERS

USE ONE of the many tools that the club has available for members to borrow.

A full detailed list of what is available is listed on the Club's website.

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

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@intrepidlk.com mob 0498 553 690 Reg: B5X 288



For Sale Citroen (12&15) Workshop manual

07/19

Price \$100.00



Contact: John Craddock Email: crash31@gmail.com

Wanted - Tow Bar

08/19

I need a Tow bar to suit my 2007 C4 hatch turbo diesel, with the wiring harness if possible.

Peter Jelly. Ph 5956 7345. 0418 391 656 peter.jelly2@bigpond.com



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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.

PARIS MOTORs

www.parismotors.com.au

Citroën Service Centre

Email service@parismotors.com.au

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

AUSTRALIA: -

PO Box 834 Childers Qld 4660
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



