



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citroclubvic.org.au

Dec-Jan 2019-20



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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

CITIN ..LATEST NEWS

Rather than forward an extremely large email, I have decided to combine the information as a page on our website:

<http://citroencarclub.org.au/toolkit/toolkit.html>

Contained within are several files which can be downloaded to produce a complete tool-kit for the Cit-in.

Further updates will be notified when they are uploaded to the web site.

The files include:

1. A description of the event in PDF format.
2. Maps of Cowra township, Cowra local area and Cowra in NSW.
3. Accommodation listing in PDF format.
4. Registration documents in DOCX and PDF formats.
5. Descriptions of the Pre Cit-in tour in DOCX and PDF formats, including maps.
6. Descriptions of the **Post Cit-in tour** in DOCX and PDF formats, including maps.

I hope this information is of use and can be included in your magazines and web sites to entice potential attendees.

Note that attendees must pre-book their accommodation before filling out the registration form.

The 'Early Bird' discount ends on 30/11/2019, so this is a reminder to get in early to benefit.

The website page for the Cit-in attendees continues to be:

<http://citroencarclub.org.au/cit-in/cit-in.html>

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President's Message

We have now commenced a new Club year following the AGM in October. Most of the committee have stayed on to steer the Club for another 12 months and I thank them for continuing on. It will be an exciting time as we will be sharing most events with

CCOCA for the next 12 months. Thank you to Ian Downie who carried out his duties as CCCV Event Organizer extremely well, often going well beyond what was expected to ensure we all enjoyed the events we attended. Thanks also go to Dave Rogers for joining the committee and we will be drawing on his vast experience as we progress through the next 12 months.

The 2019 – 2020 CCCV Committee is as follows:-

President – Bruno Tonizzo

Vice President – Vacant

Secretary – Michael Faulks

Treasurer – Peter Moloney

Editor – Brian James

Events Co-ordinator – Vacant

Plus

Club Shop – Wolfgang

Membership – John Wyers

Website Administrator – Thomas Gucza



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

As you can see there are some vacancies and it would be great for the Club if you can help fill these positions.

At the AGM, Three members we awarded Service Awards to recognize their contribution to CCCV over many years, and for their ongoing work behind the scenes for the Club. The Service Award recipients are Thomas Gucza, John Wyers, and John Parsons.

Wolfgang Siem was awarded the Allen Key award for his past and ongoing technical contribution and assistance to Club members, a well-deserved award.

The Committee will be work hard over the Christmas / New Year break to plan for the next 12 months. See you at the Christmas BBQ.

Bruno Tonizzo

President CCCV Inc.

NEWS FLASH!

At our November club night the winners of our photo competition were announced.

Committee's choice: Christian Mair

Members popular choice: Robert Belcourt

Members runner up: Dave Rogers.

These images will be displayed in the February CCCV Newsletter.

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

FRONT COVER

Members walking through the Nicholas Gardens after lunch at The Piggery.

Image: Ian Downie

MIDDLE PAGES

Colour spread of our run for November to the Piggery Café and Nicholas Gardens.

Images: Ian Downie.

BACK COVER

Early Citroen advertisement.

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

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: Roy Evans, Anthony Scott, Kenneth Bradley and Andrew Donelly. 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	2020
November 22-24	Geelong Revival	January	NO CLUB NIGHT
24	French Car Festival Geelong	February	20 Club night.
27	CCOCA invite—RFD.	March	19 Club night
December 8	Christmas BBQ Frog Hollow	April	16 Club night
		May	21 Club night
		June	18 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- 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.

For more details on club events contact :
 Club President.

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

CCOCA/CCCV Christmas BBQ



- WHEN:** Sunday 8 December 2019
- TIME:** 12.00pm – 4.00pm
- WHERE:** Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, B3
- COST:** All foods including meats, salads, condiments and bread along with an ice-cream for dessert will be supplied and cooked by CCOCA and CCCV,
- BRING:** Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.
- BOOKINGS:** Essential
- RSVP:** Monday 2 December
Lee Dennes 0438 286 181
activities@cltroenclassic.org.au

February 20th Club night

Let's get the new year off to a bang.

Come along and tell us what you did over the break.

Tall stories welcome.

VENUS BAY

February 22nd— 23rd 2020 Camping Weekend

Venus Bay camping weekend at Don and Dee's holiday retreat at Venus Bay

There is plenty of room for tents and caravans. Bring along food and refreshment to share and on Saturday night there will be a spit roast. BYO salad to share. To help with the ordering for the spit roast please let us know if you will be attending.

It is a leisure weekend of sitting, chatting, eating, drinking, pretty walks, swimming, croquet, boules or whatever takes your fancy. Weather permitting there are Solex bikes to ride and a steam boat on which to cruise.

"On the Sunday, for those interested there will be a short car run or beach walk"

Instructions for getting there:

On reaching Tarwin Lower drive through the township and continue along road by the river to Lees Rd (first right at pine trees). Follow Lees road and turn right at what seems to be a T intersection. Continue on to Black Ave (6th on the left) Turn left then 3rd left into Condon Cres. and then 1st left into Rita Court. Drive to end and up Scutt driveway number 6
IF YOU ARE COMING, PLEASE LET THEM

KNOW

Contact Don or Dee on
9807 8999 or



2CV – Reverse Consequences

by George Dyke



I have recently seen two 2CV gearboxes lock-up and one of them was a personal experience I will soon not forget. I was out driving my [Burton sportscar](#) (a fibreglass 2-seater manufactured in the Netherlands that is based on the 2CV) and backed up the vehicle about 100 feet. As I came to a stop I heard two loud “clunks” and with that my gearbox was locked-up. It would not go into neutral nor would the car move. The wheels were locked!



My Burton bodied 2CV.

Starting the car, the gearbox was engaged whether or not the clutch was depressed – it lurched forward when I tried and just stalled. And there was no way I could return the box to a normal shifting state. Eventually, with one good thrust, I managed to force it onto what felt like 3rd, but not quite.... At least that allowed me to have a passerby assist and push the vehicle a few feet, albeit with a grinding sound emanating from the gearbox, while I pushed on the clutch pedal.

The design of the 2CV allows the top of the gearbox to be removed in situ, (a feature few other cars have) and, with some judicious manoeuvring, the main gear shaft can be coaxed somewhat into a gear that will allow the car to at least roll with the clutch depressed, but you are going to hear a grinding sound and the car cannot be driven.

In my case, it was a tow home on a flatbed and once there,

a dive into the gearbox to see what had happened.

As it turned out, the collar which retains the reverse gear on the upper shaft pulled apart, (this is referred to as an unwind), thus allowing the gear to slip on the shaft and locking up the entire gearbox.

An excellent description of the problem can be found on the [2cvsrus.com website](#) where Axel Kaliske also provides tips on how to properly reverse in a 2CV. We have re-published it below:

Never back up uphill or start very fast backing up! 2CV's with disc brakes have a severe problem: While backing up with a high torque, the collar for the centre shifting fork twists off the gear assembly (see sketch).

The reason is that this collar was not tightened enough during production. Afterwards, it is almost impossible to tighten it more. This requires disassembling the transmission. When you back up very hard you put a high load on the transmission, which leads to friction between the shifting fork and the collar.

2CV gearbox shafts and gears – reverse gear highlighted.

The gear assembly warps and the collar twists off the thread. The collar is peened in a few spots, but this cannot stand the force. Once the collar is twisted off completely the gear assembly will pull apart. Mostly this leaves the transmission in permanent 3rd gear.

The synchro-ring twist and the gears cannot engage anymore. Maybe you can manage to engage another gear – a transmission with two gears engaged simultaneously – it will lock up. To press the clutch won't help because it is not the motor what blocks!

A repair is challenging. In most cases, the transmission will need to be replaced. This is the reason why it is so hard to find a good used 2CV transmission with disc brakes.

So be gentle in reverse, try to avoid a high torque. Typical situations where the transmission is threatened are steep downhill driveways to your garage or house. If there isn't enough space at the bottom to turn around on a level surface, go down in reverse. This way you have the high torque coming back up in 1st gear, where it doesn't harm the transmission. Also, it makes it easier to leave the driveway pulling out forward.

Also don't fall for the urban legend that “if you can't make it up a hill in 1st gear, turn around and go in reverse”. This was true in the old 2CV's with 12 or 16 HP engines. In the later model 2CV's with a 602cc motor, the gear ratio for 1st and reverse gear is identical!

In my case, I ended up ordering a new gearbox from Burton. (Thank heavens they were great in responding quickly had one in stock!)

In summary, to preserve a 2CV gearbox and not encounter problems on the road, never reverse quickly and try to only cover a distance no greater than one typically would to park.

CITROENVIE
The CCCV Newsletter



Itinerary

- An organised trip to the Cit-in. This begins up to a week before the Cit-in and is usually planned by a Cit-in club member with experience in touring, to see regional attractions. Contact the Cit-in organisers to find out about this tour.
- Friday Evening Proceed to meet and greet. A light supper will be served at the meeting venue.
- Saturday Morning Show and Shine at the meeting venue.
- Saturday Afternoon Tourist activities including sightseeing of the town and local region.
- Saturday Evening Informal dinner and social get-together at the venue.
- Sunday Morning Easter Egg Hunt for the kids - if required. Observation Run to a place of local interest with included picnic lunch.
- Sunday Afternoon Tourist activities including sightseeing of the town and local region.
- Sunday Evening Formal dinner at the venue with speeches and prize giving.
- Monday Morning Farewell Breakfast at the venue then departure.

An organised trip from the Cit-in. This usually takes up to a week after the Cit-in and is usually planned by a Cit-in club member with experience in touring, to see regional attractions. Contact the Cit-in organisers to find out about this tour.

Registration

- Click on the Register icon below to view or save the Registration PDF form.
- Download and print the two pages. Edit it with a black pen using block lettering.
- You will need to pre-book your accommodation, as this will be required as information on the form to establish pickup and drop-off for the courtesy bus.
- Follow the instructions on the form for payment and notification.

Close the individual display tab on your web browser to return to this page.

Accommodation

- Click on the Accommodation icon below to view or save the information about the accommodation available in Cowra.
- **NOTE:** This information is a GUIDE ONLY, as it was last updated in Dec 2018. It may well change before the date of the Cit-in. The recommendation is to book early to avoid missing out due to occupancy rates at the Easter break.
- Please contact the location directly, rather than going through a booking agent.
- You will need to pre-book your accommodation to enable Registration.

Close the display tab on your web browser to return to this page.

WEBSITE WITH FULL DETAILS:

<http://citroencarclub.org.au/cit-in/cit-in.html>



Cit-in 2020 Cowra Itinerary

Friday, 10th April

- Registration at Cowra Showground.
- Meet and Greet from 2:00pm.
- A light supper will be served.

Saturday, 11th April

- Show and Shine at Cowra Showground.
- Free time for tours of Cowra.
- Informal Dinner at Cowra Pavilion 6:00pm.

Sunday, 12th April

- Easter Egg Hunt at Cowra Pavilion.
- Observation Run/Drive with picnic lunch at historic landra Castle.
- Formal Dinner and Presentations at Cowra Pavilion at 6:00pm.

Monday, 13th April

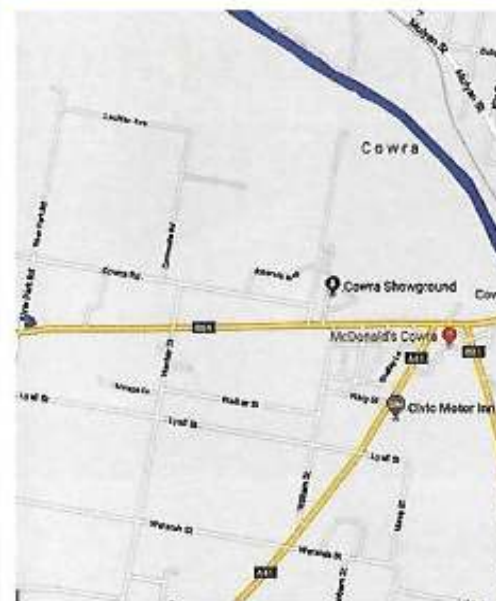
- Farewell Breakfast at Cowra Showground from 7:30am

Driving Distances to Cowra

Canberra: 189km
Sydney: 312km
Melbourne: 675km
Brisbane: 1043km
Adelaide: 1068km
Perth: 3627km
Darwin: 3752km

For more information, refer the
Citroën Car Club of NSW, Inc.
website:
www.citroencarclub.org.au

Cowra To



Cowra Showground & P
32 Grenfell Road (Mid Western Hwy)

Cowra Visitor Information
Cnr Mid Western Hwy & L
phone: (02) 6342 4333
Open: 9:00am - 5:00pm
website: <https://visitcowra.com.au>

Cowra Japanese Garden
Ken Nakajima Place
Open: 8:30am - 5:00pm
phone: (02) 6341 2233

Cowra Prisoner of War C
Sakura Ave and Evans St

Lachlan Valley Railway
3 Campbell Street
Open: 9:00am - 5:00pm
phone: (02) 6342 4999

Cowra Regional Art Gall
77 Darling Street
Open: Tue - Sat: 10am - 4pm
phone: (02) 6340 2190

township



Pavilion
(Western Hwy)

on Centre
Lachlan Valley Way

.com.au

n

Camp
Street

Museum

ery

4pm, Sun: 2pm - 4pm

Citroën Car Club of NSW, Inc.
invites you to join us for
Cit-in at Cowra, N.S.W.

CIT-IN 2020 — COWRA, NSW



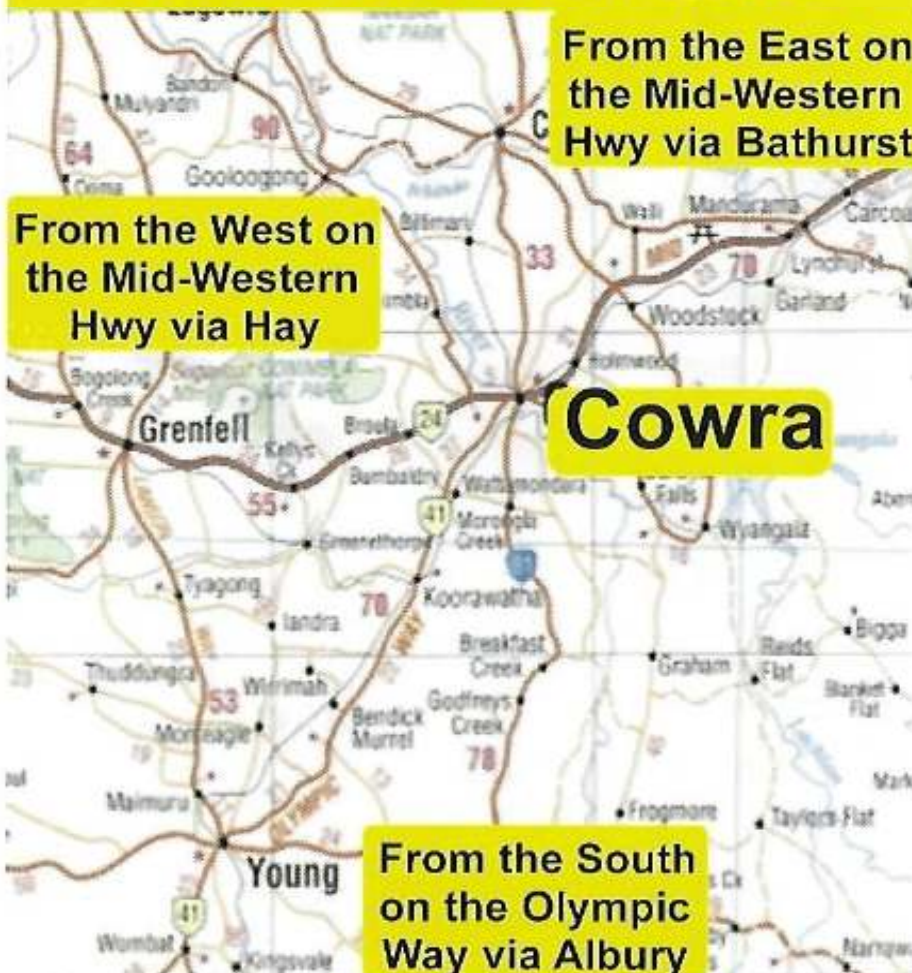
All roads lead to Cowra

**From the West on
the Mid-Western
Hwy via Hay**

**From the East on
the Mid-Western
Hwy via Bathurst**

Cowra

**From the South
on the Olympic
Way via Albury**



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 (Guinness 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: ahepburn@internode.on.net



Hi Guys, hope all is well .Here I spend most of the day in the garage installing my starter and generally putting things back where they belong.... laying under the car to tighten the manifold/exhaust booths was a bit of a challenge otherwise not too bad. Tomorrow will take it for a run.....

Special thanks to Brian Woodcock for the 6mm LH thread bolt or I would still be waiting, the auto shop still had not received their order after 3 weeks...vary strange.

Have a great weekend. Cheers Lee.



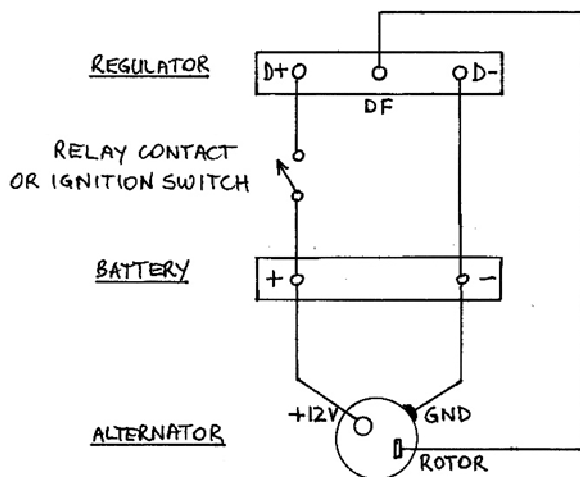
2CV BATTERY CHARGING AND VOLTAGE REGULATION CIRCUITRY

Graeme Dennes

This brief note describes the battery charging and voltage regulation arrangements used in the 2CV models which have an alternator. The 2CV charging system consists basically of the battery, the alternator and the voltage regulator. Although charging circuits in general can often appear quite daunting, there are in fact very few connections involved in the 2CV charging circuit, as the circuit diagram below shows. It's a simple arrangement.

2CV CHARGING CIRCUIT

GRAEME DENNES



The voltage regulator has three connections:
D+ (Dynamo+), DF (Dynamo Field), D- (Dynamo-)

The battery has two connections: + and -

The alternator has three connections:

+12V, Ground, Rotor (a.k.a. Exciter)

When the ignition switch is ON, the regulator's D+ terminal connects to the battery's + terminal either via a relay contact (if a relay is fitted) or via the ignition switch (if a relay is not fitted).

In operation, the voltage regulator senses the battery voltage across its D+ and D- terminals. If the regulator senses that the battery voltage is a little lower than that required to provide optimum charging of the battery, such as, say, at the moment we switch on the headlights and the battery voltage drops a little, the voltage regulator increases the control voltage at its DF terminal, which increases the voltage at the alternator's rotor terminal, which causes the alternator's output voltage to increase to the point where the battery is being charged at the optimum voltage as sensed by the regulator's D+ and D- terminals.

Conversely, if the regulator senses that the battery voltage is a little higher than that required to provide optimum charging of the battery, such as, say, at the moment we switch off the headlights and the battery voltage increases a little, the voltage regulator decreases the control voltage on its DF terminal, which decreases the voltage at the rotor terminal, which causes the alternator's output voltage to decrease to the point where the battery is (again) being charged at the optimum voltage as sensed by the regulator's D+ and D- terminals.

That's the way the voltage regulator operates to exercise control over the alternator so the battery is always being optimally charged, irrespective of the engine speed, the electrical loading on the battery or the state of charge of the battery. It's all accommodated automatically for us by the voltage regulator. Clever little suckers! It's also conditional upon the integrity of the wiring and the wiring terminations, including crimp connections. Any failings with the wiring connections will result in battery charging problems. Deadset!

Helen's Happy Holiday - Teddie's Terrific Tour - Dave's Dirty Deeds Done Dirt Cheap

We are planning a pre-Citin touring trip to Cowra in New South Wales – leading up to CITIN 2020.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2020, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights.

We are starting out from Melbourne and finishing up at Cowra.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks, and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Interstate people from all states (as well as Victoria) are most welcome to join us.

We are suggesting accommodation, but you are welcome to arrange your own accommodation elsewhere – your choice.

We are mainly staying in caravan parks with cabins.

You will need to book your own accommodation - I have let places know that people may ring to book - *please mention* that you are part of the Citroen car group.

At the time of writing, accommodation was available at the suggested venues.

I ***strongly*** suggest that you book it ASAP.

We are hoping for/planning a dinner with a local car club near Eden, and also a BBQ dinner in Canberra, I will need firm numbers for both of these evenings.

If you are interested in being part of the tour group, please contact the organising crew ASAP–

DAY 1 - Saturday 4th April - Melbourne to Lakes Entrance 319 km

Suggested accommodation - Echo Beach Tourist Park www.echobeachpark.com phone (03) 5155 2238

Contact person – Leigh

DAY 2 - Sunday 5th April - Lakes Entrance to Eden for 2 nights 242 km

Suggested accommodation - Eden Gateway Holiday Park www.edengateway.com.au phone (02) 6496 1798

Contact person – Lynne

DAY 3 Monday 6th April - in Eden

Suggested accommodation - Eden Gateway Holiday Park www.edengateway.com.au phone (02) 6496 1798

DAY 4 - Tuesday 7th April - Eden to Bateman's Bay 153km

Suggested accommodation - Clyde View Holiday Park www.clydeview.com.au phone (02) 4472 4224

Contact person – Renae

DAY 5 -Wednesday 8th April - Bateman's Bay to Canberra for 2 nights 149km

Suggested accommodation - 'Tradies Quality Hotel Dickson www.qualityhoteldickson.com.au phone (02) 6247 4744

Contact person – Neha

Or for the campers - Alivio Tourist Park, 20 Kunzea Street, O'Connor ACT 2602 <http://aliviogroup.com.au/>
phone 02 6247 5466

Contact person - Sam

DAY 6 - Thursday 9th April - in Canberra

Suggested accommodation - 'Tradies Quality Hotel Dickson www.qualityhoteldickson.com.au phone (02) 6247 4744

Or for the campers - Alivio Tourist Park, 20 Kunzea Street, O'Connor ACT 2602 <http://aliviogroup.com.au/>
phone 02 6247 5466

Contact person - Sam

Day 7 - Friday 10th April - Canberra to Cowra. 193km

We should arrive early after lunch, ready for the start of Citin 2020.

If you are interested in being part of the tour group, please contact the organising crew ASAP –

Ted and Helen Cross - crossfam@ozemail.com.au

home phone (03) 9819 2208

Ted 0400 59 2208

Helen 041 935 69 63.

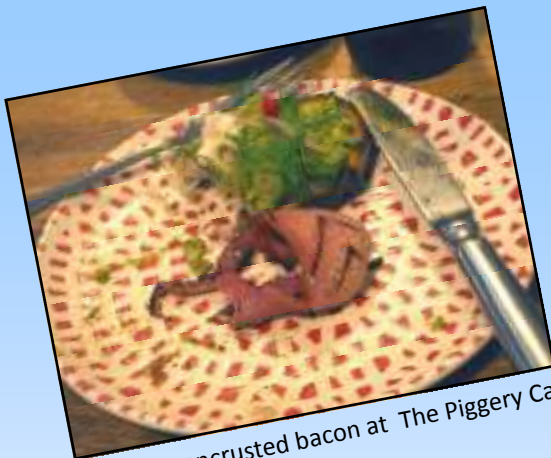
Citroen Classic Owners Club of Australia



Burnham Beeches is a 1930s streamline-modern mansion built for Aspro-brand sales magnate Alfred Nicholas on Sherbrooke Road, Sherbrooke, Victoria in the Dandenong Ranges, 40 kilometres from Melbourne, Australia. [Wikipedia](https://en.wikipedia.org/wiki/Burnham_Beeches)

THE PIGGERY CAFÉ

NICHOLAS



Chevron encrusted bacon at The Piggery Café.
John Field.



Graham & Elizabeth Reid lunch with Kay Belcourt after having driven their Red 2Cv to the Piggery.



Some members who braved the walk in the gardens.

On Sunday November 10th a number of both new and long term members, well rugged up for the mountain chill; rendez-voused at the Burnham Beeches Piggery Café in Sherbrooke for lunch.

One member was even fortunate to receive a chevron symbol in their bacon adorning the dinner plate. They must have known it was the Citroen Car Club of Victoria.

É - BURNHAM BEECHES & AS GARDENS.



They didn't tell us it was this far!

Following chatter and dining at one of the most popular places in the hills, it was a short walk to the Burnham Beeches Estate next door which was formerly owned by the Aspro family,, and a wander through the glorious gardens of rhododendrons, azaleas and other exotic plants.

Did they trek down to the lake and the boat shed? Mystery surrounds this one, or was it just too far on a full stomach?

Fiat Chrysler and Peugeot owner PSA agree £35bn merger



The two companies said the merger would generate cost savings without closing factories.
Photograph: Marco Bertorello/AFP/Getty

The two companies said the merger would generate cost savings without closing factories. Photograph: Marco Bertorello/AFP/Getty

The boards of [Fiat Chrysler](#) Automobiles and the Peugeot owner, Groupe PSA, have approved a €40bn (£35bn) merger that would create the world's fourth-biggest carmaker.

The Italian and French companies said the 50-50 tie-up would [create a company](#) with annual vehicle sales of 8.7m, revenues of €170bn and operating profits of more than €11bn. It is expected to generate savings and other benefits of €3.7bn without any factory closures, the companies said.

However, unions said they were still seeking assurances that there would be no job losses. The Unite union said it was seeking urgent meetings with executives to discuss the jobs of 1,100 workers at PSA's Vauxhall's factory in Ellesmere Port, Cheshire.

In June, PSA warned that the [future of the site](#) depended on a good Brexit deal. A further 1,200 workers make Vauxhall vans in Luton, Bedfordshire.

Carlos Tavares, chief executive of PSA, will become chief executive of the new company, while the Fiat chair, John Elkann, will become its chair. The brands would range from FCA's Jeep SUVs, Dodge muscle cars and luxury Maseratis to PSA's Citroen family cars and [Vauxhall](#) vans.

The background:

I was having intermittent starter issues and knowing it was going to be a bear of a job kept pushing it back...then finally last week I bit the bullet. I mentioned the process to a car buddy said "see you at Christmas"...smart fellow.

I decided not to overhaul the starter myself and send it to a recommended auto electrician shop, when calling some days later as to the status I was told "found the problem all fixed but one of the bolts was very tight and we snapped it of...followed by" we are now after a 6mm lefthand thread bolt and cant get one anywhere". to which I responded; was the bolt that snapped? ..say no more. So I now know one week later I wait the delivery of a 6mm bolt thanks to Brian Woodcock in SA.

Lee Scholte.



AUTOMOBILES DU PASSE



1903 Mors (4-cyl, 18hp)

[Graham Woodward](#) Flickr.

Mors in France made cars from 1895-1925. After building small boats and oil-fired steam tricycles they switched to petrol powered vehicles, starting with V4 rear engine cars which they raced. They were one of the first companies, in 1902, to fit shock absorbers to their cars and included a number of other innovations, such as a compressed air starter. A series of defections by key staff between 1903-7 left the firm in decline until Andre Citroen took over as manager in 1908. It was saved from bankruptcy again by the outbreak of WW1 when it built aero engines and car production restarted in 1918 but only lasted until 1925

Citroën's [chevron gears](#) were used for the bevel drive rear axles from 1914 and a unique feature was the Mors patented clutch, which had a contracting band system which replaced the [cone clutch](#) used until 1903.

Wikipedia

- The **Mors automobile** factory was an early French **car** manufacturer. ...
- **Mors** was one of the first **automobiles** to use the V engine configuration. ...
- **Mors** ended racing in 1908. ...

André Citroën became chairman of **Mors** in 1908 and restored the company's viability.



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

By Graeme Dennes



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

American Petroleum Institute (API)

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

API GL Classifications

Some confusion can occur with API gear lubricant (GL) classifications. It is often presumed that an API GL-5 oil may be used wherever an API GL-4 requirement has been specified. Although this may be true for a *gear* oil, ie, the oil which lubricates rolling/rotating steel gears, API GL-5 oils are not suitable for all *gearboxes* including those with synchromesh parts which usually consist of yellow metal alloys such as brass and

bronze. A GL-5 oil may meet the *gear* oil specifications but not the *gearbox* oil specifications. Further, the API GL-4 and GL-5 classifications don't discuss synchromesh components.

Background

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

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

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

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

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

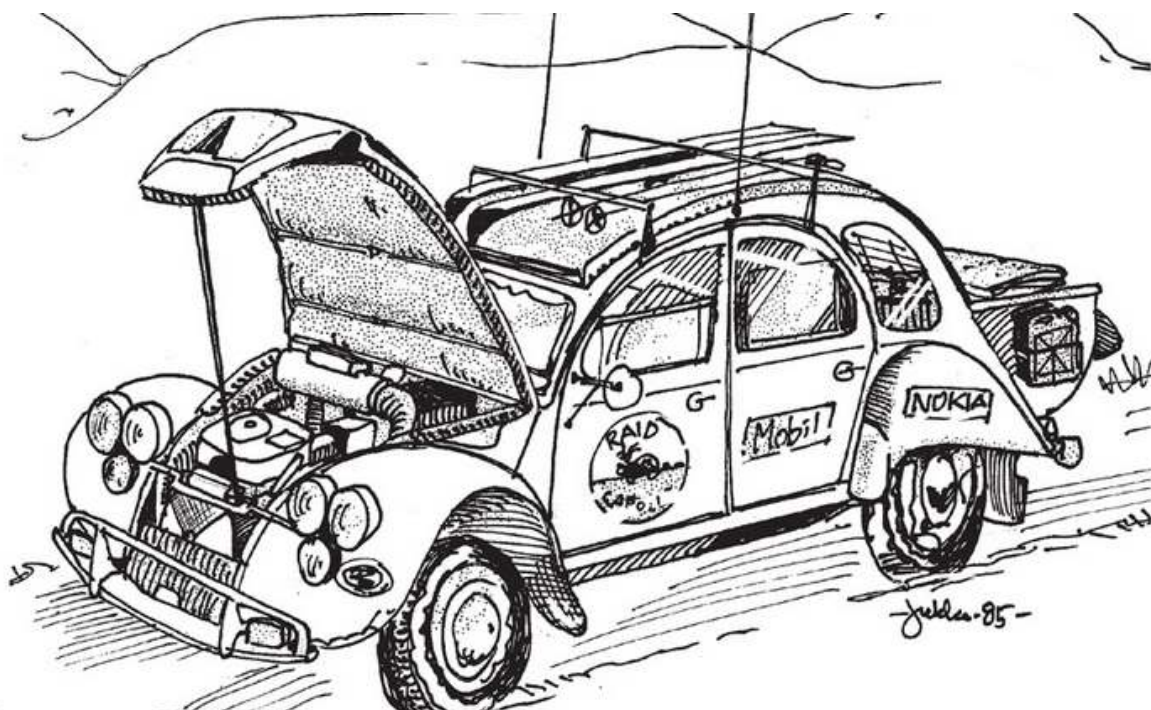
So what's the problem Baldrick? Under normal operation, the sulphur/phosphorous additives in the GL-5 gear oil form a black sacrificial coating on the gears and all other metal surfaces. As the gears turn, the sacrificial coating of the additives is peeled off or worn off. This is normal and acceptable in all steel gears and is the basis of the EP protection. But when one or more of the coated surfaces in the gearbox is brass or other soft metal, the bond strength between the sacrificial coating and the soft metal is much stronger than the inherent strength within the soft metal itself, and so instead of just the coating being peeled off as it does with steel parts, it takes (drags!) with it a few microns of the softer metal. Yes, from the synchromesh parts! Ouch!!

An API GL-4 gear oil of any given viscosity has about half the level of sulphur/phosphorous additives that would be in the API GL-5 product, so the bond between the sacrificial coating and the metal surfaces inside the gearbox is not as strong with the GL-4 oil, and therefore it can be peeled off *without* peeling off a layer of the soft metal. This means that the GL-4 product provides a little less extreme pressure protection for the gearbox steel parts than a GL-5 oil but results in less wear (metal removal) of the yellow metal components. When a GL-5 oil is used in a gearbox with synchromesh, a used oil analysis will show that it can contain up to four times the amount of (peeled-off) copper as compared with a GL-4 oil. Using a GL-5 oil, synchromesh parts will eventually wear to the point where they become ineffective in that they no longer make contact with the other half of the cone, bottoming out before stopping the opposing gear, yet the rest of the gearbox parts may be fine, and all because of the EP additives in the GL-5 oil. Very nasty.

In summary, the EP additives in GL-5 gear oils attach more strongly to the brass synchromesh parts than the brass does to itself, causing a small layer of brass to be ripped off with every gear change. To prevent this, oil which meets **only** the GL-4 specification should be used whenever possible in manual gearboxes to minimise the wear on the synchromesh components. Your 2CV will thank you for using a GL-4 oil in the gearbox by providing a longer service life!

In conclusion, only use a GL-5 oil in your manual gearbox if the vehicle manufacturer so specifies.

Reference: <https://www.penriteoil.com.au/knowledge-centre/Gear%20Oil%20Industry%20Specifications/83/gear-oil-industry-specifications---api/256>



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.

BURTON'S ADVICE ON OILS FOR 2CV ENGINES AND GEARBOXES

By Graeme Dennes

I recently purchased two refurbished ("new") 602cc 2CV engines from Burton's in the Netherlands. Burton's sells these engines with a two-year warranty. I put one into our green 2CV after it failed to proceed after crossing Westgate Bridge, the other into our orange 2CV after it started burning a litre of oil every 80 Km and attracting every police officer between Lycola and Bunyip!

During deliberations with Burtons engineering group via telephone and emails, I raised the issue of suitable engine and gearbox oils to use to maximise the life of the engines and gearboxes and to comply with Burton's engine warranties. I sought Burton's advice on an extensive number of issues regarding oils such as grades of oils to use in Australia, oil brands, oil certification requirements, use of synthetic oils, optimum requirements for running-in the engines, oil and filter change intervals and other maintenance tasks. With Burton's kind permission, their responses are provided below.

Engine Oil

Burton's engineering group advised "Any good quality **20W-50 mineral engine oil** may be used. **Don't use synthetic engine oil** because modern synthetic oils don't contain certain elements mineral oils have."

Gearbox Oil

Burton's advised "Any good quality **GL-4 certified** (low sulphur) **75W-80 mineral gearbox oil** may be used. **Don't use synthetic gearbox oil** because changing to synthetic oil can result in more floating particles in the gearbox because synthetic oil has better cleaning properties. More particles will get loose and this can result in more damage, so always use mineral oil. In the end this will extend the lifespan of the gearbox."

Running-In

Burton's advised "Use a running-in period of 1500 Km for the new engine, with a maximum speed of 80 Kmph in top gear, and proportionally lower in the other gears. Minimise constant road speeds while driving and don't allow the engine to labour. After the running-in period, replace the engine oil and oil filter and ensure the valve clearances are set to 0.2 mm." I used no more than three-quarters throttle during the running-in period so as not to overload the engine, and the 1500 Km driving was all conducted in country areas.



Maintenance

Burton's advised "Replace the engine oil and oil filter every 7,500 Km or every year. Ensure the valve clearances are set to 0.2 mm every year. Replace the gearbox oil every 15,000 Km or every two years."

IMAGE: Citroenet.

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.)

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Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.
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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



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Email: crash31@gmail.com



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