THE NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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February 2019

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First Diesel Car
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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 at 5.oo pm on the **3rd** Thursday of the month. (Club night) Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.

2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.

3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership.**.See note below.

2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2** - Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate.**.

3 Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.

4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.

5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit scheme/changes-to-the-club-permit-scheme-from-31-january-2015.

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

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

If undeliverable return to:

CCCV PO Box 122
Nunawading Victoria 3131

ACN A29766N
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CCCV members and their families that attended the combined CCCV and CCOCA Christmas party enjoyed great company, pleasant weather and delicious food. It was a great way to finish the Club year as we prepared for the countdown to 2019.

With the New Year now in full swing, the Eastlink Great Australian Rally, held on the 20th January has come and gone. It would be great to hear from any members that may have participated in that event.

During January I was contacted by Kim Stedman, the Communications Coordinator for Peugeot Citroën Australia (PCA) to confirm our Clubs contact details so that we can receive PCA news and promotional information. The contact was greatly appreciated and I extended an open invitation for a representative from PCA to speak at one of our Club meetings.

2019 marks the 100th anniversary of Citroën and we will be looking to integrate celebrations with our Club events throughout the year. For those of you that will be in France 19-21 July, Citroën will be celebrating the Centenary at La Ferté-Vidame (28) dans le Perche en France.

The holiday season should have provided many opportunities for you to get your Club plated Citroëns out of the garage and on the road. Sunny days and warm nights are ideal for a drive on your favourite roads to enjoy your Citroën.

Make sure you keep an eye on the Club Calendar to plan and prepare for coming event throughout the year. The Venus Bay long weekend is fast approaching and is a fun way to start the Club year.

Ted's Terrific Tour, Cit-In, and Post Cit-In Run take up most of April and the start of May so start your preparations now for this great adventure.

In this month's magazine there is also an appeal for parts and/or a donor vehicle to help replace Michael Faulks's Citroën that was destroyed by fire shortly after being registered. Please help Michael in any way possible to help him get his Citroën back on the road.

Being on the committee is a very rewarding part of Club life and I encourage all members to think about volunteering for a committee position. There is a vacancy so it would be great to hear from you at the February meeting to talk about how you can help.

Bruno Tonizzo

FRONT COVER
High Country Run 2018.

Photo: Dave Rogers

BACK COVER:
Retro Mobile. Great Paris event and celebration of Citroen cars.

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, 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 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: Paul Parry, Barb Towt and Alan Simpson. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

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

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

Events Calendar 2019

Draft Activities Program

NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH

Feb 10 Renault Roundup Como Pk. Nth. Alexandra Av. Melway 58 G1 ☐
21 Club night.
22-24 Venus Bay Weekend *(p5)*
Mar 10 Yarra Glen Racecourse Swap Meet (Moomba w/e)

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.

Denotes non sponsored CCCV event. ☐

2019

Mar 11 Scoresby Steamfest (Moomba w/e) 1200 Ferntree Gully Rd, Scoresby
21 Club night
24 Taste of France-Central Pk Malvern ☐
30 Tintern Grammar Fair. Show/Shine ☐
Apr 5-16 Teddies Terrific Tour Pre– Citin to Katanning WA.
13 Jamieson Autumn Festival *(p6)* ☐
Apr 18 Club night
Easter CITIN WA. Bookings now open
April 22-May 4 Post Citin Tour Katanning-Norseman
May 17-19 Historic Winton—Benalla ☐
19 Trentham run—Red Beer Bakery & o/night @ Radio Springs Hotel
July 12-13 Bastille French Festival Fed/Square

For more details on club events contact Ian Downie on 0452 411 104

CCCV Club Advice Line

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

Forthcoming Club Events

February 21 2019 Club Night

Let's get 2019 off to a great start with gusto and many tales of our adventures over the Christmas break.

Wild fibbing and exaggeration accepted.

March 11 Monday

Scoresby Steamfest

2019 is the 51st year of this annual event so expect to see a spectacular display.

The majestic steam engines will be parading around the grounds. Mighty earth moving machinery will be digging shovelling and moving great piles of earth. Up in the rear paddock the heavy horses will be demonstrating how it was all done when horse power was provided by horses. The flywheels will be spinning in the industrial steam and diesel sections of the club museum. The entire engine room of a steam tug will be on display with several of its steam engines operating.

For the kids young and old a ride on the miniature railway is not to be missed and Thomas fans just love operating the buttons to control the engines on the model railway. Blacksmiths model engineers and wood workers will demonstrate their skills. A tank and other military vehicles will in action along with boats on the lake. Hay baling, timber sawing, rock crushing, elegant vintage cars, tractors, trucks and plenty more will keep young and old enthralled for hours.

The grounds have been developed into a very pleasant park with picnic tables, a gas fired BBQ and shade trees. No food is available except at rally times. Most areas of he site are wheel chair accessible and disabled toilet facilities are available.

TIME: 10.00—5.00pm

1200 Ferntree Gully Rd Scoresby 3176
Adults $15.00 , Child $5.00, Family $35.00.

VENUS BAY February Fri 22nd—Sun 24th 2019 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 Dee's mobile 0450644570.

FOR MEMBERS WHO ARE NOT GOING TO CITIN WA. THIS IS AN ALTERNATIVE FOR A WEEKEND OR DAY RUN

VICTORIAN HIGH COUNTRY

JAMIESON

A TOWN FOR ALL SEASONS

AUTUMN FESTIVAL

13 April 2019

Learn to

Pan for Gold

Hear Wonderful

Music

Go back in Space

and Time

Throw the

Gold Nugget

Hay Bale Race

Pub challenges CFA

ACTIVITIES BETWEEN 10:00AM AND 4:00PM

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

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

And maybe a few surprises!!

www.jamieson.org.au
jamiesonautumnfestival@gmail.com

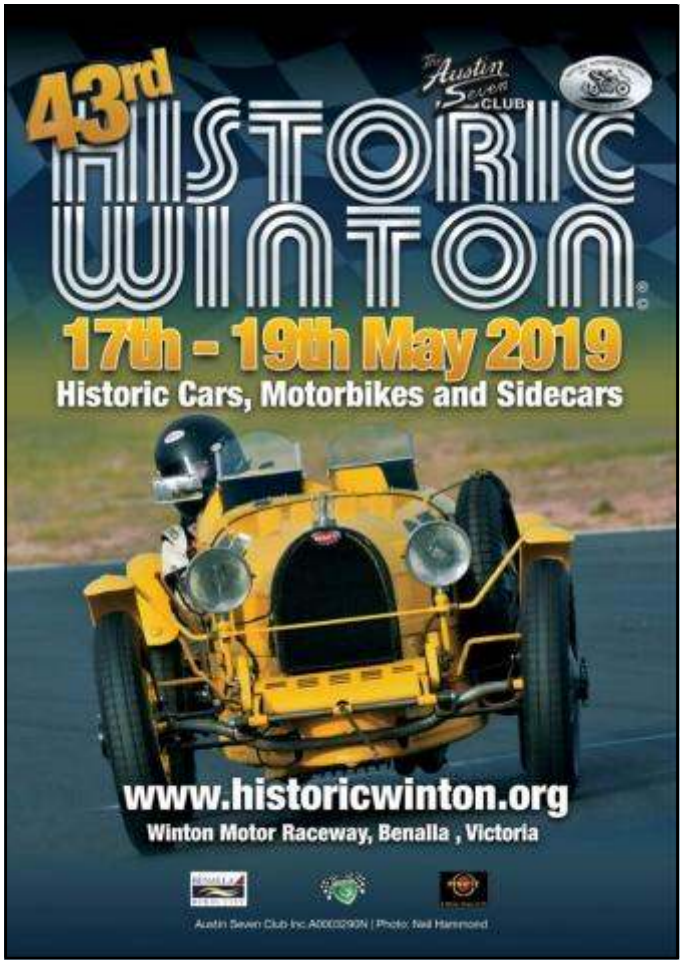
Sunday Morning

Guided walk among the trees of Jamieson

Art Precinct at Memorial Hall

Significant Trees

Guided Walk



WOULD YOU LIKE YOUR RESTORED CITROEN TO BE ON THE FRONT COVER OF THE CCCV NEWSLETTER?

Send an image of your car in an interesting location to the Editor at: photoimage2001@yahoo.com.au

- **Must be Portrait/vertical image**
- **Leave space at edges for printer**
- **Centre car in lower half of the page**
- **Frame it allowing space for "IN THIS ISSUE' text (Either side is okay)**
- **Must be at least 4 Mg or greater**
- **Taken on iPad or quality camera Phone images doubtful**
- **Include some text details with history of your find and restoration.**

I have taken great care with this vehicle. Look no further than this 1953 Citroen Light 15. It has been regularly serviced and has a comprehensive service history. I am getting little too old to look after her so I have decided to part ways. Never been involved in an accident. Garaged and has been washed on a regular basis. Only travelled 40000 km since re-build. Great example of the post war era Citroen. Great for that enthusiast with a little love and time.

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

CASH PRICE AUD $ 20,OOO
40,000 MILES

4CYL

98 OCTANE PETROL

4 SPEED MANUAL
BUGUNDY WITH BLACK GUARDS

INTERIOR - RED VELOUR

BODY 4 DOOR - 4 SEAT SEDAN
FRONT WHEEL DRIVE...BUILT DATE 1954...RELEASE DATE 1954
REG NO JOSE...STATUS & EXP. DATE 26/3/2019
VIN CHASSIS 9550155

ENGINE NO AN19667
ENGINE TYPE: PISTON
CARBURETTOR: SOLEX SINGLE
WHEELS: STEEL
TYRES: MICHELIN 165X400

The car is in Dingley, Vic

Contact Jose Rivalland 0488 546 111

DONOR VEHICLE AND SPARE PARTS APPEAL.

Members,

A happy new year to you all.
We wish we could say the same to Michael Faulks.

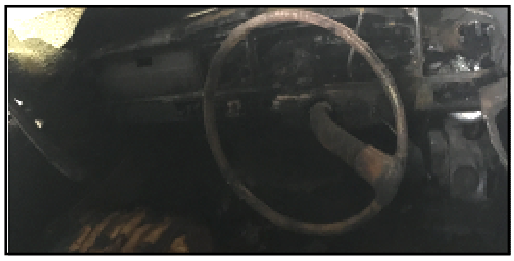
His recently restored DS2i i.e. BVH was finally registered on 24th of December . Given that the car started out as boxes full parts and given that he had not worked on a Citroen before, this is a remarkable achievement.

Alas it all fell apart a few days later when his car caught fire in his garage at home. Michael believes that it was probably LHM leaking onto he exhaust manifold (there is a hydraulic component unique to BVH cars which sits above this manifold). It does not much matter why. Suffice to say the at the very least the bonnet is wrecked, the roof is beyond repair and the inside is completely burnt out.

We actually think he needs a donor vehicle…one that is mechanically wrecked but body is OK (Michael believes his motor is OK).

Time to rally around the flag .

Contact Michael: mfaulks12@gmail.com
Mobile: 0432 537 060



Citroen Confirms C5 Aircross For Australia – 2nd-Half 2019

by Aiman A. under News on 05 Oct 2018 12:47:09 PM CAR SHOWROOM

French carmaker Citroen is making up for lost time in our market, capitalising on the popularity of SUVs by coming in hot with the new C5 Aircross. First seen back in May, the C5 Aircross marks the brand's firmest and most focused foray into the world of mid-sized SUVs, and sits alongside other Groupe PSA offerings like the DS 7 Crossback and Peugeot 3008.

Riding on the same EMP2 platform that underpins the Peugeot 3008 and the DS 7 Crossback, the C5 Aircross shares broadly similar dimensions, and so it easily eclipses segment players like the Nissan Qashqai. If the C5 Aircross looks a little familiar, it might be because you're familiar with its Chinese counterpart of the same name. Indeed, the Chinese-market C5 Aircross debuted about a year ago. However, the car that debuted in France (and is coming here) is not only revised to suit global tastes, but it's also being built in France, rather than in China.

Motivational force comes from a choice of two turbo-petrol engines, and two turbo-diesels. The Puretech 130 and BlueHDi 130 both come as standard with a six-speed manual box, while Puretech & BlueHDi 180s will get an eight-speed auto. Regardless, drive will go to the front wheels for now, while we await an e-AWD system to arrive with a PSA plug-in hybrid.

The seats are of the 'Advanced Comfort' variety, featuring extra padding for maximum comfort and support. The cabin can be trimmed in a variety of upholsteries, ranging from fabric all the way up to Nappa leather. The glass used features a laminated layer to ensure maximum insulation from the outside world, too. No wonder then that Citroen claims the C5 Aircross is the most comfortable car in its class.

The C5 Aircross isn't all plush and no smarts, though. That 8-inch central touchscreen features things like smartphone mirroring for Android and Apple devices, a 360º parking camera, and a dash-cam (built into the rear-view mirror). Further smarts include a variety of advanced driver assistance systems, with the headlining feature going to Highway Driver Assist, which is essentially a motorway-optimised semi-autonomous driving system that allows the car to take the edge off long-distance driving.

This Citroen-Based Three-Wheeler is the Best French-British Mash Up

Imagine being in France in the mid-1980s and thinking that a 20-year-0ld Citroen 2CV isn't esoteric enough on the streets for your taste. You like the idea of the aircooled front-driver, but you're looking for something a little more sporting and rare. Maybe something that offers open air motoring; something as dangerous as your daily packs of unfiltered cigarettes.

There were quite a few of the deux chevaux around in those days, so you probably aren't the only one. Thankfully those wild British chaps to the north were happy to capitalize on the ubiquity of the 2CV by crafting the Lomax 223 Cyclecar. That name, 223, is sourced from the car's two-cylinder, two-seat, three-wheel layout. It's perfect for your needs.

Any car with three different VIN tags is bound to be popular with esoteric car fanatics like myself. The first came in 1967 when the car was first built in a Citroen factory. The second VIN tag was added when the car was updated to Lomax three-wheeler bodywork a couple decades later. The third VIN tag was added in 1993 when the car was imported to Michigan and the Secretary of State decided that the only legal way to register it in the state was to call it an "assembled motorcycle" kit-style car. Even more perfect.

From a drivetrain perspective, this car remains effectively unchanged from its 2CV roots, and even keeps the original one-spoke steering wheel and column. Unlike many three-wheelers, especially those home-built bike-based jobs, the Lomax has a gearbox with a reverse, as it keeps the original Citroen 4-speed. The earliest Lomax models actually had two rear wheels mounted very close together, but this one is a slightly later proper single rear wheel three-wheeler.

This motorized contraption is not incredibly fast, as its Citroen underpinnings might indicate, making use of only about 30 horsepower. It is aided in the sportif department by its light weight, throwing around just about 950 pounds of fiberglass body on Citroen floor pan.

Perhaps a little unbelievably, the Lomax 223 Cyclecar has never gone out of production. Similarly to the Lotus Seven, the rights to production of the body have simply traded hands a few times, and you can still order a new Lomax from Cradley Motor Works.

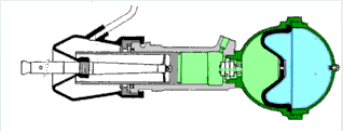
The 223 does not have a top, and barely has a windshield, but it offers better stability and comfort than most motorcycles. Even better, the current manufacturer claims the car will achieve nearly 60 miles per gallon in the city, making it the perfect car for around -town nice-weather use.

This particular example is available for bidding on eBay. USA at the moment. The seller says he enjoyed driving the little runabout, but "with winter coming I have too many projects and no where to store this beautiful machine and would rather have it sitting in someone else's collection in heated storage." It's cheap and weird enough to win a lot of internet cool guy points, so maybe you should go bid on this before it ends up in my heated storage.

Bradley Brownell
9/12/18 8:00pm
Filed to: Esoteric Auctions

JALOPNIK

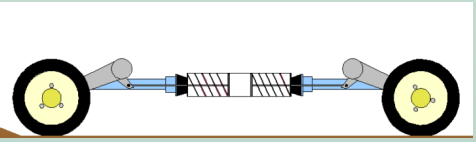
CCOCA & CCCV



CHRISTMAS BBQ

Christmas in the Park.

The combined CCCV and CCOCA Christmas was well attended possibly due to the fantastic weather that we were treated to on the day. Some say that it was the delicious feast that was prepared for the day that drew the crowds. Whatever the reason, those that attended were not disappointed with the amazing lunch that was prepared and cooked top perfection. The car park also got some admiring attention as Len Jenkins brought along his Amilcar roadster. It wasn't long before the bonnet was lifted and the mandatory inspection was carried out by the admirers.



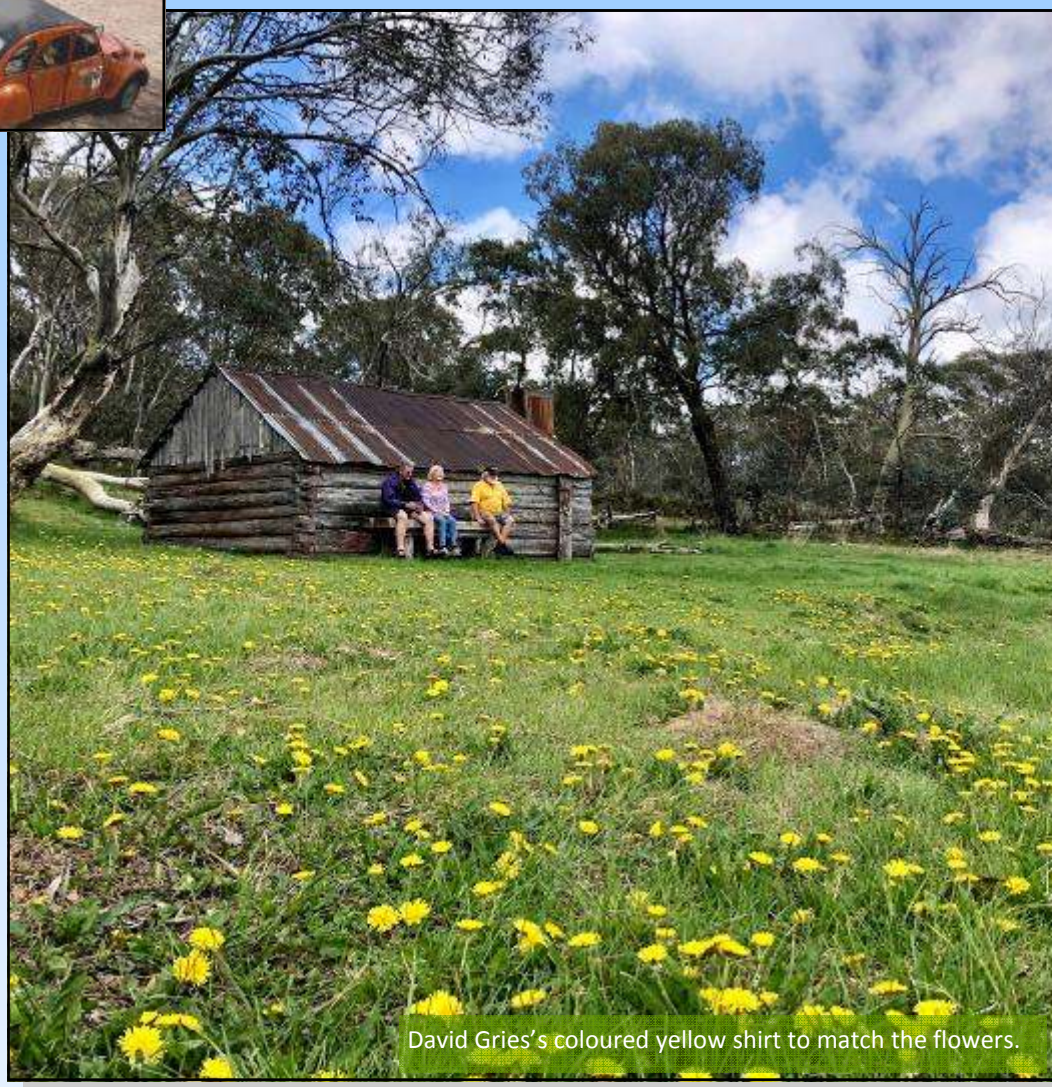
The Christmas party was a great way to end the Club year before the hectic rush to Christmas and New Year's day began. Many thanks to Peter and Kate Moloney, Helen Cross and all the helpers in the kitchen for their hard work cooking and preparing such a delicious lunch.

Bruno Tonizzo

Victorian High Country

Valley view above Licola.

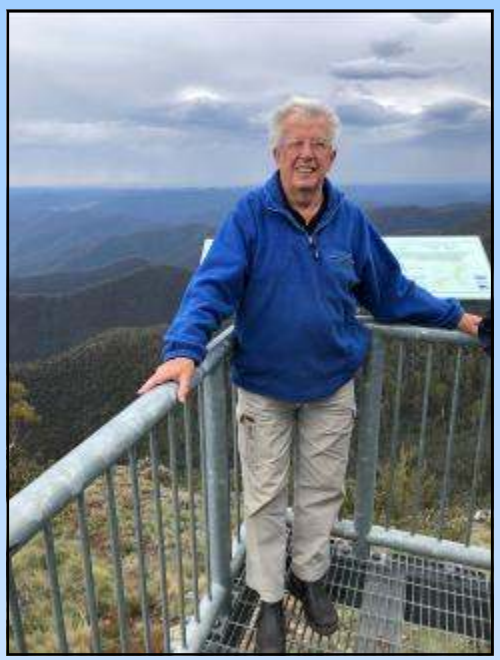
Bonding and stories around the fire.



David Gries's coloured yellow shirt to match the flowers.

Dave Rogers & Ted Cross:
That's ice folks!

2CV Huts Adventure 2018



John Parsons at the lookout.

"When we got back to the carpark a troop of large macho 4WD trucks arrived and were all somewhat miffed that despite not having their grunt, jacked up suspension and huge tyres our puny little cars had scampered up the track".

Read Dave Rogers full account of this wonderful High Country Tour overleaf on page 16.

All images by Dave Rogers except top left of page 14.

High Country Huts Adventure:

12th – 16th November 2018

The Proponents: Ken and Chris Johnson – (organisers extraordinaire)

The Protagonists: Ken & Chris Johnson: Lee & Graeme Dennes: Marg Towt: Ted & Helen Cross: Dave Rogers & John Parsons: John Wyers: Paul Osborne & Dorothea Carter: David Gries: Kay & Robert Belcourt. And the main stars: 9 2CVs

The Event: On Sunday afternoon 11 November, John Parsons and I along with John Wyers headed to Rosedale where, at the somewhat run-down motor camp we rendezvoused with Helen & Ted Cross and Kay & Robert Belcourt. A shared meal (Helen's specialty) was enjoyed along with Chris Hawthorn and Russell who made the trip up from Leongatha to spend the evening with us. Monday morning arrived bright and clear we all made the run up to Heyfield where we met up with the rest of the crew. Chris & Ken had trailered their 2CV down from Lockwood behind their 4WD so in total we comprised 9 2CVs a 4x4 and back up trailer. Lunch was held under the shade of the trees outside the General Store in Licola and then we climbed up into the hills towards our campsite at Horseyard Flat, a free camping area beside the Macalister River. The object of the trip was to stay a couple of nights in each of two campsites (Horseyard Flat and Bryces Gorge) and each day drive through the forest tracks to visit a different high country musterer's hut each day and returning to the campsite each night for tall tales and true around a campfire. Day 2 arrived with a few morning showers and after breakfast we all trooped off through the mist to The Pinnacles. By the time we arrived the mist had lifted and after a steep climb (both for the cars and later our limbs) we were rewarded with spectacular views from Lakes Entrance to Mt Buffalo. When we got back to the carpark a troop of large macho 4WD trucks arrived and were all somewhat miffed that despite not having their grunt, jacked up suspension and huge tyres our puny little cars had scampered up the track. Pumped up by the morning's effort, the afternoon saw us driving to Moroka Hut, where we opted for the short walk in by getting to the track via the 4WD only road. Once again, the donkey treks and during those times Chris has researched all of the huts in the area. At each one she was able to give us all the history of not only the hut but of the men and families who built them, plus intrigue and mystery that surrounds a couple of them. History around campfire brewed billy tea, you'd pay quids for that sort of knowledge on a commercial tour. Day 3 saw us pack up camp and move to Bryces Gorge in the morning and a walk through to Guys Hut in the afternoon. More fun around the campfire in the evening as each of us had been previously allocated a particular evening for which to provide the entertainment. It's surprising what different things each person contributed, we played games, listening to some amazing family histories, heard jokes and travelogues. Each night was fascinating, enjoyable and no two were the same. Day 4 had us drive to Howitt Hut in the morning and learn about the grissly murders that took place there and, in the afternoon, we visited Kelly Hut. A wet evening and cold night were before us for our last night under canvas but we all survived to tell the tale. Friday morning after packing up wet tents we slipped down the mountain back to Licola where we stopped for lunch before parting ways. Some of us turned left to go back to Melbourne and then straight up to the Bendigo Swap Meet and others turned right for the drive through to the hotel (and warm beds) in Jamieson where I'm told a lovely final dinner was had.

Huge thanks must go the Chris Johnson, ably supported by Ken, (CCOCA) for organizing such a splendid event. Big extensive Australian Raids are wonderful events too, during which we can so enjoy the tenacity and simplicity of our wonderful little cars but they only happen every 4 years and in the interim, none of us are getting any younger. Long periods under canvas are not so forgiving on knees and backs, so I can see many more of these shorter, closer to home events gain a huge following. The Victorian outback may not support red dust and endless vistas but it is just as an exciting place to test the metal of our cars (and bodies). So, I throw down the gauntlet to every 2CV owner to organise another mini-Raid so we can get a couple per year onto our events calendar.

Dave Rogers.

First Diesel Car

The first diesel car invented was also the first biofuel car. Rudolf Diesel showed off the first Diesel engine in Augsburg, Germany in 1893 and it ran on peanut oil. In 1892 Diesel applied for a patent in Germany and in 1898, he was granted a U. S. patent as well.

At the 1900 Paris, France World Fair Rudolf Diesel showed off his engine and was given the Grand Prix award for excellence. But, the first diesel engines did not go into cars, trucks or even locomotives.

The first diesel engines were used in the shipping industry. In 1898, Rudolf Diesel licensed his new engine to the Branobel Russian oil company for use as an engine in a ship. In 1903 the first oil tanker propelled by a diesel engine is launched and in 1904, the French build the first diesel-powered submarine.

It was until 1912 that the first train with a diesel engine was introduced by the Danish. In 1922 the first land vehicle without a track, a tractor by Mercedes-Benz was built with a diesel engine. Finally, in 1923, the first truck with a diesel engine was introduced by Daimler, Benz and MAN.

The Cummins "Diesel Special" race car was driven at both Daytona and the Indianapolis 500 in 1931 and did not have to make a single pit stop. In 1933 an older Bentley fitted with a diesel engine was the first of its kind to compete in the Monte Carlo Rally. In 1934, the Diesel Cummins Indy Car made another appearance (both are pictured above).

In 1933, the Citroën Rosalie (pictured above) was introduced as the first production passenger car to be powered by a diesel engine. Because of legal restrictions on the diesel engine, the car did not go into production until 1935.

Shortly afterward, in 1936 the Mercedes-Benz 260D and the Hanomag Rekord diesel cars were introduced into the marketplace. Because of the size and weight of the diesel engine, however, they did not flourish in the automotive industry like gasoline-powered cars did. They remained in trucks and larger vehicles.

In the 1950s and 1960s diesel cars were slowly re-introduced to the public on a limited basis. Mercedes-Benz, Peugeot, Austin, Isuzu, Fiat, and several others began introducing diesel driven taxis, ambulances, station wagons and a few other autos.

In 1967 the Peugeot 204BD was introduced as the first high speed diesel car. In 1976, the Volkswagen Golf diesel was marketed to the public. Since this time, turbo charged, fuel injected diesel engines and low emissions diesel cars have hit the market.

If fact, today in Europe some of the lowest polluting vehicles are not hybrids, but rather low emissions, clean burning diesel cars

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Could 1936 world record run still stand?

It's only recently that we heard the story of Frenchman François Lecot, who motored 400,000 kilometres in his Citroën 11CV in just a year's time, averaging some 1,100 kms per day in the mid-1930s. Although it ends rather sad, this is a lovely story, which we like to share with you here.

Lecot (picture 2) was a motoring man from the very start. He ran Bugatti and Diatto dealerships (picture 3 and 4) in his native Lyon in the 1920s and could be seen behind the wheels of these cars in races and rallies regularly. The idea to drive the insane record run came when a befriended Ford dealer told him his plans to prove the reliability of the A model by organizing the 'Raid du Galibier' – a 453 kilometers long drive from Lyons to Grenoble over several passes and via Chambery back to Lyons – and that for fifteen consecutive days. Lecot liked this plan and soon started setting up similar drives. He took a tiny little Rosengart 5CV to a 100,000 kilometres drive in 1930, and with success.

When he heard of Citroën's plans with a new front wheel driven model in 1934 it was nothing more thean logical that a grand adventure with the then brand new Traction Avant was on its way. Lecot used an 11CV (or 7CV? - see comments) variant to drive a string of 'raids' in order to prove the car's reliability, taking him to everywhere in France and Belgium (picture 5) but also to Tunis and Moscow.

But his *piece de resistance* was to travel his beloved Citroën for 400,000 in just a year's time. Lecot prepared the car himself and added an extra petrol tank of 65 liters to limit refueling. He plans to drive it from Lyon to Paris and back for two days, and then Lyon-Monaco every third day and that day after day, week after week, month after month. A controller of the Automobile Club de France controlled him on his daily drives.

Lecot and his trusty Citroën started in late July 1935 and made the 400,000 kms without noteworthy trouble when July 1936 came to an end. The Frenchman is celebrated when he and his beloved car make it to the headquarter of the Automobile Club de France in Paris on July 26th 1936, only to visit the Lyon branche the next day (main picture). And if he hadn't driven enough he then started a comprehensive tour throughout France to visit all the Citroen dealers who'd helped him on his tours. But the festivities do not hold too long, as Lecots son dies that same summer in a flight accident, while they were working together on a book about the record run. This book, titled 'My 400,000 kilometers', is published a year later never the less with another co-author. But Lecot fades in obscurity shortly after his record run. Financially ruined, he dies in 1959 as a milk delivery man.

Now. We may well be proven wrong, but have an idea that Lecot's 1936 world record could still have been unbeaten to this day, or have there really been other men as crazy to tackle this most unusual record run?

(Words Jeroen Booij, photographs Citroennet, Auto Satisfaction, Pinterest)

Published: Monday December 10th, 2018

Article resourced by John Parsons.

PostWarClassic.com
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Electric DB6: electrifying?

Classic cars with electric power are nothing new. And some like them, while others don't. That, too, cannot be anything novel. But Aston Martin Works has now come up with an idea that may just be the best of both worlds?

In an attempt 'to future-proof the company's vintage drivers' they offer a chance to get customer's cars electrified, but perhaps not as we know it. They've come up with a 'casette' powertrain that is an addition to the car's conventional petrol engine and is supposedly designed to fit in place of the Aston's original engine without any damage. Owners can keep these dinosaur combustion engines in their garages or turn them into coffee tables.

There is no mention about the actual technical side of the electric power train, its power output or even its range, but they've tried it out on a virginal white 1970 DB6 Volante Mk2. Some sources suggest the powertrain is similar to the one used by Jaguar, and seen last summer on the E-type used in Prince Harry's wedding (as here).

Paul Spires, Aston Martin Works' president, added: "We have been looking for some time to find a way of protecting our customers' long-term enjoyment of their cars. Driving a classic Aston Martin on pure EV power is a unique experience and one that will no doubt be extremely attractive to many owners, especially those who live in city centers."

(Words editor, pictures Aston Martin Works)

Published: Tuesday December 11th, 2018

Article resourced by John Parsons.

Madame De Gaulle and the fate of her 2CV

What? No Friday Lady? Well, yes and no. The car seen here belonged to a lady. And not just every lady. This humble Citroen, was in fact Madame De Gaulle's personal means of transport during her husband's reign. But as you can see it was written off. What's more: the story behind the accident was kept in secrecy by the French ministry of defence until 2016, so you may never have heard it either (like we had never). So here we go.

Back in 1954, General De Gaulle was at home in Colombey -les-Deux-Eglises, where he was working on his memoirs of WW2. But sitting behind his desk all day proved perhaps a bit too much of a dull exercise to the grand leader. And so, from time to time, he went out to discover the country-side. He usually took his private Traction Avant to do so.

But one day, it was a hot day in Spring, the car happened to be in the garage for servicing and so the General asked his wife Yvonne to prepare a picnic and place all of it in her private car: a 2CV. She did just that and the duo left without an escort, since De Gaulle apparently hated these. Madame De Gaulle was driving because the General was too tall with his legs constantly bumping the steering wheel.

They travelled some 30 kilometres before they stopped for lunch on a meadow overlooking a village. Madame de Gaulle installed the tablecloth on the grass and just wanted to get out the basket full of delicacies, when she saw the 2CV moving slowly. She yelled her husband, who did not hesitate to run after it. But there was nothing to stop the Citroen from gaining speed and heading towards to village square anymore. It did exactly that until being stopped by a van on the square!

The van did not have a scratch, but the 2CV was damaged rather heavily. The van's driver offered the General to bring him and his wife back home, which they gladly accept. An hour later the French secret services had taken the 2CV away and cleared all of the evidence of the accident. But… One Belgian tourist came by in between, taking this unique picture.

PS: it was 60 years ago today that De Gaulle made it to the top position in France's government. Vive la republique!

(Words editor, picture Monsieur van Visapri, through petits-observations-automobile.com)

Article resourced by John Parsons.

CLUB SHOP

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

SEW ON CLUB BADGE—$7.00

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

Seals (O Ring) Spheres

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

Sales and Wants

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

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

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

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

Send to

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CCCV
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Vic 3131

Payment can also be made by direct debit.

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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.

Citroen Parts For Sale

2CV –

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

CX

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

D Models

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

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

Contact Richard Ward 0417 316 060

Sales and Wants

WANTED TO BUY

Wanting to buy Citroen ***Special Tools*** and other workshop tools.
CCCV is establishing a tool collection for members use.
If you wish to sell or dispose of any tools then,
Please contact Peter Moloney: treasurer@citcarclubvic.org.au

CLUB PLATE SCHEME

VicRoads is introducing a new number range for club permit number plates.

The current series of plates for club permit holders ranges from 00000.H – 99999.H. We're currently issuing plates from 95000.H onwards, and expect to complete this series in the coming months.

The number series in our next release will range from 0002.H.2 – 9999.H.9. This new series will run on our existing plate design (dark red background/white lettering).

To ensure the plates are readable by electronic readers and intelligent management systems (used by the Victoria Police and tolling organisations), there will be some combinations in this new number range that we can't use, particularly those with the numbers 0, 1 or 5 directly before or after the H.

We'll let you know when distribution of this new series of plates commences being distributed.

CPS plates

Are plates transferable on sale of the vehicle?

When a CPS vehicle is sold, the permit is not transferrable and must be cancelled with the purchaser to apply for a new permit. When the permit is cancelled, there is no requirement for the plates to be returned to VicRoads unless VicRoads specifically requests the plates to be returned (which is done when a permit is cancelled due to a breach.)

CPS plates are not transferrable except where (1) the owner changes clubs or (2) the vehicle is sold to a member of the same club.

There have been some instances of significant plates where re-use of plates has been allowed. These are considered on a case by case basis for rare and unusual circumstances.

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

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

Contact Michael: mfaulks12@gmail.com

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 ID19 Manual

8/18

Anyone needing an ID 19 workshop manual please contact Peter Bryan on peterbryanart@gmail.com Barwon Heads area.

Club Badges

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

1981 Citroen 2CV6 Club $12500

12/18

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

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

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Also available from club shop at club meetings.

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