

THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

July 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

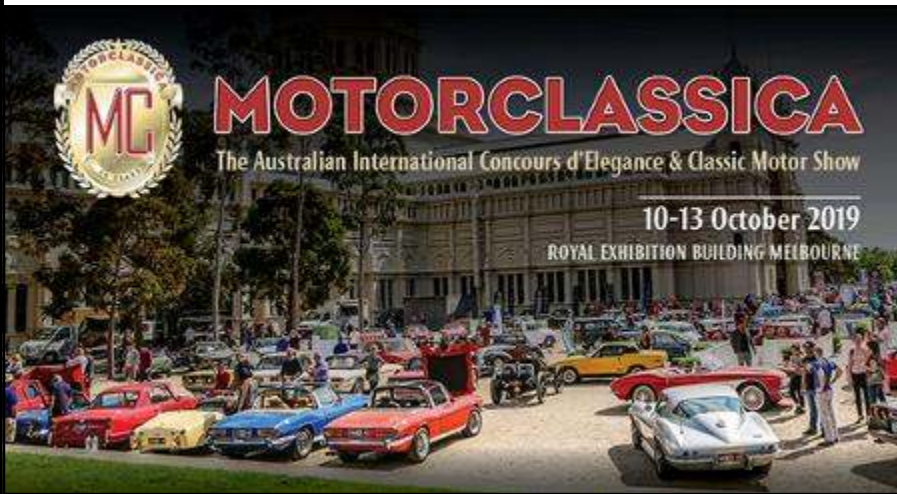
Meetings are held monthly in locations decided each month.

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



Message du Président,

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

July the 7th of July marks the day that Citroen is 100 years old. In France, Automobiles Citroën will organize an event every month of 2019 and delegate the organization of an event gathering all the Citroën collectors in La Ferté-Vidame (Eure & Loir- France) to Amicale Citroën & DS France. The event will be held from July 19th to 21st, 2019. If you are lucky enough to be in France for this event, please take lots of photos as we would love to see them!

July is also our opportunity to celebrate Bastille Day. We can join in the celebration at Fed Square, go for a leisurely drive to Flinders for the joint CCCV and CCOCA lunch or come along to the July General meeting for our very own Bastille Day party. Dress up in your best French style period clothes or just wear something French (I will even accept a garlic bulb necklace). A prize will be awarded so don't miss out.

The committee has been discussing Service Awards for some months now. Those of us who are relatively new to the Club may not know what Service awards are. In summary, to qualify for a Service Award, the nominee must have been a continuous member of CCCV for a minimum of 15 years. He or She must have been an extraordinary active member who has continuously worked for the Club and its members. Service Awards are presented on average not less than every three years.

So, you can see that we are talking about a very special group of valued members of our Club and we thank them for their contribution and remember those that are no longer with us.

Previous Service Award recipients are:

- 1986 - Chalmers Watt, Neil Tassell and Heather Greaves.
- 1989 - George Salmon, Fred Greenway and Rena Watt
- 1993 - Ferdi Saliba, Arthur Greaves and Bob King.
- 1996 - Lance Bryant, Kirk Kirkcaldy, and Robert Belcourt.
- 1999 - Les Turner, Joy King, and Colin Bates.
- 2002 - Denise Bates, Jenny Kirkcaldy and Gary Edwards.
- 2005 - Kay Belcourt, Don Scutt, Bernie Rachell and George Hamada
- 2009 - Phil Cottrill.
- 2014 - Peter Decker
- 2017 – No Awards presented.

Happy 100th Birthday Citroën

Bruno Tonizzo
 President CCCV.

FRONT COVER

The Red, White & Blue of the French flag superimposed over Notre Dame Cathedral.

BACK COVER:

Wrap around-The same.

*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 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: Michael Hall, Samin Karim and John Field. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

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

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

Events Calendar 2019

Draft Activities Program

2019

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

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.

June	15	St Andrews pub run	RSVP
	20	Club night	
July	14	Flinders Hotel Bastille day lunch	
	18	Club night—Bastille night.	
August	10	10.00am Naked Race Café	
		1Grange Rd Cheltenham	
	25	Geelong Motor Museum TBC	
	15	Club night	
September	19	Club night	
	22	Piggery Café Burnham Beeches	
October	11-13	Motorclassica	
	17	Club night	AGM & BBQ
	20	Citroen Concours Como Park N.	
November	21	Club night	
	22-24	Geelong Revival	
	24	French Car Festival Geelong	
December			

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

July 18th Bastille Club night

Impress us with French dress

**Prizes for: Best Male
Best Female**

French music

**French style supper with
tantalising quiches / nibbles
and wine.**



Image for illustration purposes only.

**25th August Sunday Geelong Motor
Museum . To be confirmed**

**September 22nd
Sunday**

**Run to Piggery Café
at**

Burnham Beeches for lunch.

**Location: 1 Sherbrooke Rd,
Sherbrooke**

Time: 11.00am 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.**



July 14th Sunday

CCCV Bastille Day Lunch at

Flinders Hotel

**Corner. Cook & Wood Streets,
Flinders**



Dress with a French flavour.

If you are coming:

RSVP to Ian Downie on 0452 411 104

or blueduck1949@gmail.com by 7th July.

Meet at the pub at 12.00 midday

10th August Saturday

Coffee morning/brunch

10.00am Naked Racer Cafe

1 Grange Rd Cheltenham –next to DFO

October 20 CONCOURS

To be held at COMO PARK Nth

Note new date

Address:

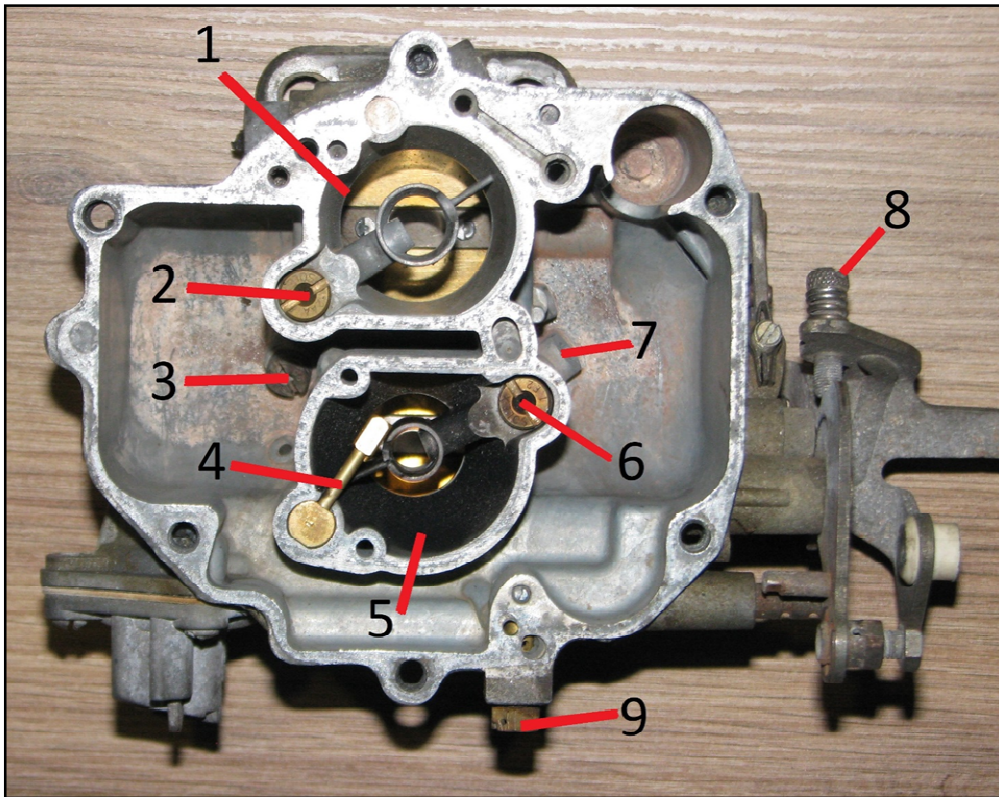
305-325 Williams Rd,

South Yarra VIC 3141

SOLEX 26/35 CSIC Dual Choke Carburettor

By Graeme Dennes

This brief article is intended to provide a quick reference to the fuel jets and adjustment screws of the Solex 26/35 CSIC dual-choke carburettor. This was fitted to the 2CV from 1978 onwards.

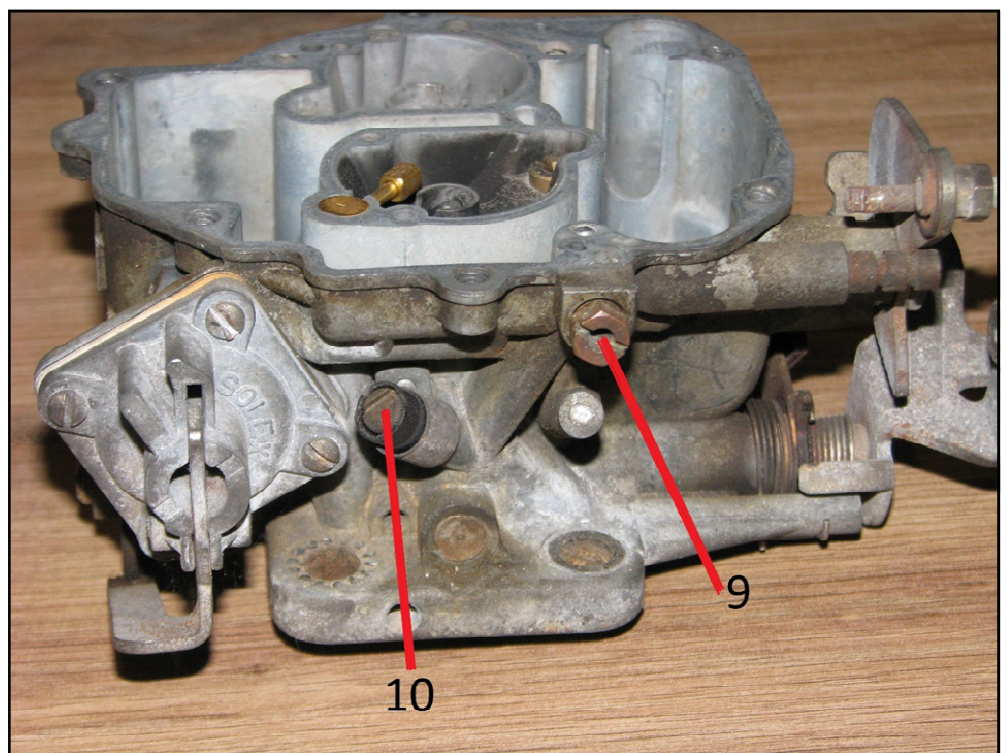


The first photo looks downwards from above the carburettor with the top cover removed.

The second photo looks at the side face of the carburettor which faces the front of the vehicle. For reference, the accelerator and choke cables attach to the carburettor fittings on the right-hand side of both photos.

The items numbered are as follows:

1. Secondary choke
2. Secondary choke air mixture jet
3. Secondary choke main jet (at bottom of fuel bowl)
4. Accelerator pump injector
5. Primary choke
6. Primary choke air mixture jet/emulsion tube
7. Primary choke main jet (at bottom of fuel bowl)
8. Idle speed adjustment screw
9. Slow speed idle jet
10. Idle mixture adjustment screw



BASTILLE DAY


FRENCH FESTIVAL
MELBOURNE
12-13 July 2019

**Bringing the spirit of Bastille Day to FEDERATION
SQUARE!**

**Matilda is still the oldest car to have
driven around Australia and was
driven like the first car to drive round
without a backup vehicle or relief
drivers.**

**Around Australia in a 1923 Citroen
5CV.**

It is the sort of comment that rolls off the tongue a lot easier than actually getting an event of this calibre to move forward.

None the less, rolling forward it has.

This Website link below records the round Australia trip undertaken by Tom and Lois in their 1923 5CV during 2002-2003.



<http://www.castlewoodorgans.com/Matilda/>

Ed: This is an extensive article with many pages and images. Too many for the newsletter, but if you are interested in the Citroen 5CV, I do recommend logging on and I can assure you will enjoy it.

NON CCCV SPONSORED EVENTS

July 12-13 Bastille Day Celebrations in Federation Square and Atrium Melbourne

November 22-24 Geelong Revival



‘D’ Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.
Contact: GARTH CAMPBELL on
0406 427 657 for details.



We are very proud to share with you that another country has now joined the global ACI network – please warmly welcome the representatives for Ivory Coast (Côte d'Ivoire)!

Maybe you are familiar that the demand in countries like the Ivory Coast is also one of the reasons to create a dedicated vehicle to this market – the famous “Baby Brousse”:

At the end of the 1950s, the 2CV built a solid reputation in West Africa, particularly during long-distance raids of several thousand kilometres that gave it great publicity. The model is known for its reliability and low and easy maintenance. However, its distribution remains limited on this continent because the 2CV remains too “sophisticated” for everyday use. Its closed bodywork, in particular, is not practical enough: doors are useless in regions where the average temperature varies between 23° at night and 35° during the day, with humidity levels ranging from 20% in the north to 100% in the south!

In Côte d'Ivoire and Upper Volta, Citroën is distributed by the Compagnie industrielle et commerciale d'Afrique (CICA), and the customers are mainly French residents. Maurice Delignon, a carpenter craftsman based in Abidjan, regularly travels in 2 CV AZL. He hunts a lot, always in the bush, and his Deuche is not adapted to this kind of sport at all. In March 1962, the idea came to him to transform it into a vehicle discovered in the tonality of the Land-Rover pick-up. He wants a rear with a practical clearance surface for long and bulky loads. A garage in

Abidjan is carrying out the modification using bodywork components from a Type H van. Once the car is finished, only the wheels, the grille and the windshield window vaguely evoke a Deuche...

Mr Maurice's “new 2 CV” is changing its face. The doors have disappeared, replaced by indentations made on the bodywork. The automobile now reflects a strong utilitarian vocation. Intended for hunters and small planters, this 2CV, which looks like a mini-military vehicle, is called Baby-Brousse by Maurice Delignon himself. At the time, the car caught the attention of another Frenchman residing in Côte d'Ivoire: Jacques Deniau. A businessman running several companies – some of which specialize in the auto-



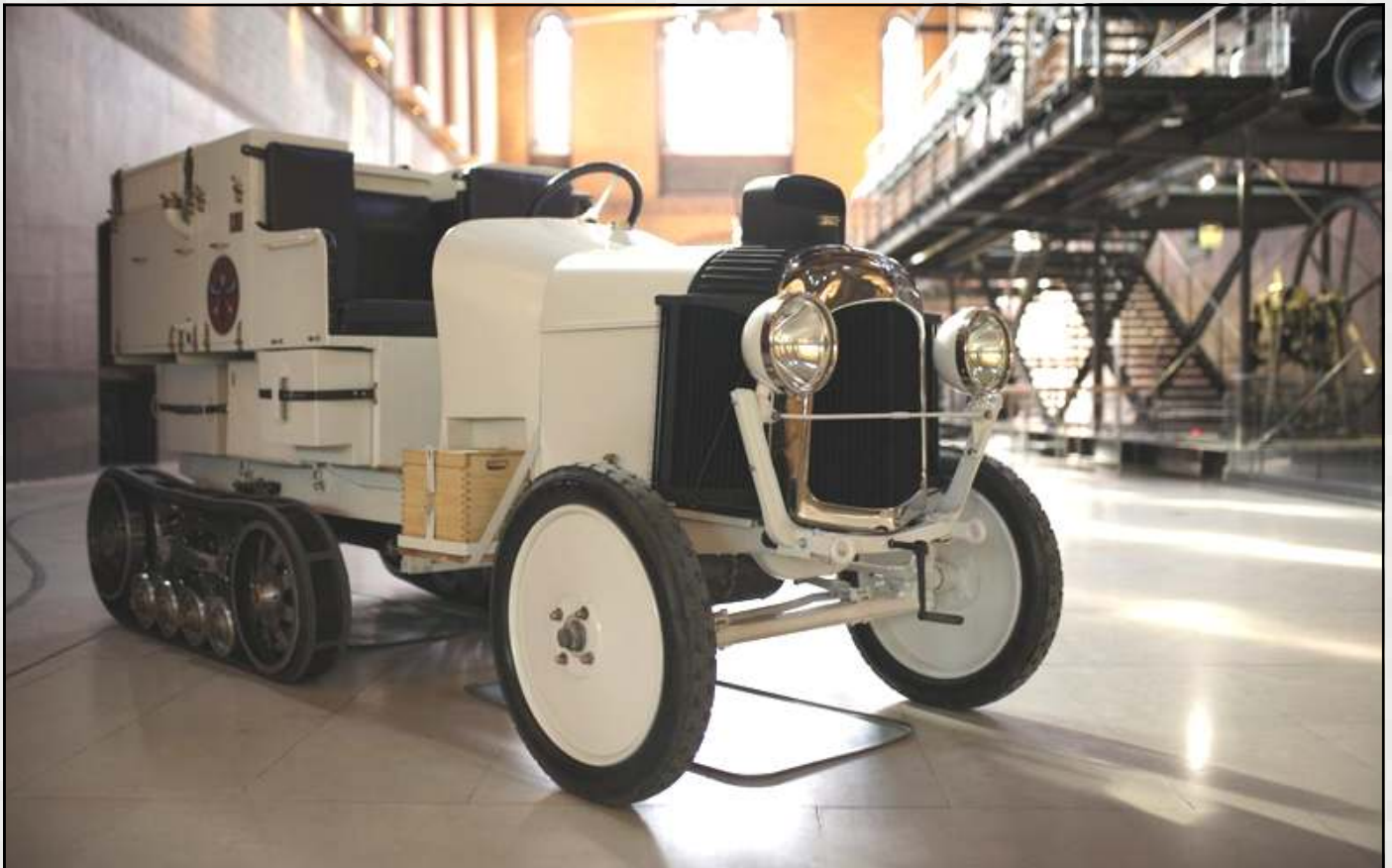
motive industry – he is seduced by this concept based on 2 CVs. Adapted to the Ivorian trails, the Baby-Brousse can attract a varied clientele: hunters, farmers, planters....



<https://www.amicale-citroen-internationale.org/2019/ivory-coast-aci-welcome/>

The Golden Scarab, A Challenge For Youth: The Rebuilding Of The Half-Track Vehicle Has Been Completed For Citroën's Centenary

by [St. Joest](#) | 15-May-2019



The press release from Citroën International media earlier today – and it should be noted that the ACI Board is proud to be member of the steering committee, of the organization which built this unique vehicle:

- * The first vehicle in history to have crossed the Sahara in 1922, Citroën's half-track named the 'Golden Scarab' (Scarabée d'Or) has been the subject of a rebuilding project which began in 2016.
- * The replica has just been unveiled, on 13 May at the Museum of Arts and Crafts in Paris, in the presence of the partners of the educational project.
- * The half-track faithfully reproduced by engineering students and pupils will take part in Citroën's centenary celebrations from June, before participating in the 'Gathering of the Century' in July.
- * You can find out more now via photos and in the press pack from the Association 'Of Cars & Men' which is behind this adventure: <https://bit.ly/2VY3zMm>
- * The first vehicle in history to have crossed the Sahara in 1922, Citroën's half-track named the 'Golden

Scarab' (Scarabée d'Or) has been the subject of a rebuilding project which began in 2016.

– THE CITROËN CENTENARY ANNIVERSARY EXHIBITION – (Paris, mid-June 2019): The 'new' Golden Scarab will take part in the Parisian event which is still under wraps to celebrate the birth of Citroën in Paris in 1919.

– THE JOURNEY TO THE WEST (Paris, 18 July 2019 at 8:00): Going up les Champs-Élysées from la place de la Concorde towards the CCFA (French Automobile Manufacturers Committee), place de l'Etoile, towards la Ferté Vidame.

- THE GATHERING OF THE CENTURY (la Ferté Vidame, from 19 to 21 July 2019): The vehicle will be presented in driving mode, allowing demonstrations to be performed.

<https://www.amicale-citroen-internationale.org/2019/replica-scarabee-d-or-citroen/>

All-new vans bring EMP2 underpinnings and class-leading tech.



2019 Citroen Berlingo

Based on the PSA Group's [EMP2 platform](#), which also underpins the [Grand C4 Picasso](#) and [Peugeot 3008](#), the new [Berlingo](#) claims to offer improved driving dynamics, while also being available with no less than 20 driver assistance technologies.

The exterior design has been refreshed to bring the little van in line with the Citroen range, namely the [C3](#) and [C4 Cactus](#), though it does without the split-headlight aesthetic spreading throughout the brand's line-up.

Two sizes are available – M and XL – in addition to two variants – Worker and Driver – tailoring ground clearance, equipment levels and protection components accordingly.



26 June 2018

A trio of engines will be offered in varying states of tune, including a **1.2-litre turbo petrol**, a new **1.5-litre turbo-diesel** and a **1.6-litre turbo-diesel**. The 1.2 and 1.5 are equipped as standard with a six-speed manual, while the 1.6 gets a five-speeder as standard. The 1.2 and 1.5 also offer the option of a new eight-speed automatic, though the 1.2 will gain the eight-speed auto as an option in the second half of 2019.

The most significant change though, is arguably the array of new assistance technologies on offer with the new van. New to the light commercial segment is an **Overload Indicator**, which alerts drivers when the authorised load limit is exceeded to prevent damage or premature wear, along with the aforementioned **Surround Rear Vision** system that utilises two cameras mounted on under the passenger-side mirror and rear doors to give drivers a look at what's surrounding the van.

Other tech offered by the French van includes a colour head-up display, automatic electronic park brake, adaptive cruise control with stop function (latter is auto only), active lane assist (65-180km/h), driver attention alert, coffee break alert, traffic sign recognition, blind-spot monitoring, autonomous emergency braking with pedestrian detection, auto high-beam, cornering lights, hill-start assist, side-park assist, trailer stability control, and a distance alert. Connectivity features are available too, such as Apple CarPlay and Android Auto, Citroen's latest connected satellite navigation system, Citroen Connect Box with SOS Pack which contacts the emergency services when required, along with wireless smartphone charging.



In December 1922 and January 1923, five Citroën B2 10HP equipped with Kégresse tracks were the first cars to cross the Sahara, between Touggourt in Algeria and Timbuktu in Mali. The convoy managed to cover 3,200 km in 22 days and 9 stages. The leading car, commissioned by explorer Georges-Marie Haardt, was called “Golden Scarab”.



While the original Golden Scarab still exists and is with Citroën in their Conservatoire, an association called “Cars & Men” decided four years ago to create a replica of this historically important vehicle and do so by creating an exercise involving students from all over France, with the aim of helping them to perfect their training in computer aided design and automotive engineering. The objective was to build it to coincide with Citroën’s Centenary and show it at the Centenary celebrations.

In all, 160 students from institutions such as the School of Arts and Crafts, the Castle of Épluches high school, the Image Institute of Châlon-sur-Saône and the School of Mural Art of Versailles collaborated on this project. They were assisted by 40 teachers and supervisors. The students first had to create a digital model of the system, whose plans had been lost.

After 50,000 hours of work and an overall budget of more than €200,000, they delivered the result of their work to Citroën earlier in May – an exact replica of the Golden Scarab, rebuilt in every detail with the help of many industrial partners.

The caterpillar mechanism alone proved to be quite a challenge for the Arts and Crafts students. It has a total of 1,203 pieces that had to be designed, modelled and manufactured!



Students Arts and Crafts with the frame of the Golden Scarab replica. Photo courtesy of Mélanie Bronsart ©.



The Golden Scarab will be on display as one of the highlights at Citroën’s Centenary Celebration at La Ferté-Vidame from July 19 to 21, and at the Grand Heures Automobiles de Montlhéry (from September 20 to 22), before being presented at the Époqu’Auto show in Lyon (November 8 to 10). After these showings, it will reside with the Citroën collection at the Conservatoire in d’Aulnay-sous-Bois on the outskirts of Paris.

Three Amazing (and True) Stories About André Garnier.



by Ken Nelson..... 16th April

We'll all miss André – he was a real visionary for Citroën. These remembrances are from André directly – told to me when I visited him sometime around year 2000:

1. Seems André had only been in business in Buffalo for a short while, around probably the late '50s/early '60s, when two guys in suits showed up at his shop one day to ask him if he wanted to buy some cars. He looked behind them, and there was a car transporter full of DSs! Turns out GM had bought a bunch of them to analyze from top to bottom as the cars were so amazing back then, but now that they'd learned all they wanted to know, they had to dispose of them, and hoped he would want to buy them! As I recall, André didn't have the money to oblige them, and he didn't know what happened to them after that. (I have a personal story along similar lines – told to me by a GM Exec I met during one business meeting).

2. André was so intrigued by the abilities of the suspension that one day he removed the entire right rear suspension arm, sealed off the suspension and brake lines, and drove the car around town on 3 wheels! The car's balance was so good he thought Citroën management was missing a great way to advertise the car. To get them thinking about doing an ad of the car sans a wheel, he drove from Buffalo to headquarters in New Jersey on only 3 of them! It seems management didn't cotton to his bold idea – possibly thinking André was a nutcase, or that they'd get in trouble promoting driving the car unsafely – short one wheel, so they rejected his idea. Disappointed, he drove back to Buffalo the same way, then kept driving it around town. Of course he got pulled over by the local Gendarmes for “driving

an unsafe car”. He had to appear in court, but since the cops didn't have any hard evidence against him, the judge dismissed the case. However, he continued to use the car that way, and kept getting harassed by the cops. Ordered to appear in court this one time, he got a lady judge who couldn't believe André's Citroën could drive around on only 3. So he invited her to go for a drive in it, and she accepted! They ran around the block, the car didn't tip over or have a problem, and when they all got back in court, the judge reprimanded the arresting cops and told them to stop badgering him!

3. Often André and Yvette would go back to France for a week or two every summer. During one trip, he heard an apocryphal story about an old car moulding away somewhere in the woods not too far away. Intrigued, André went exploring on some back roads and came upon a growth-encrusted car. On clearing some brush away, he couldn't believe his eyes – it was a Bugatti from the '30s! It was barely visible and



some distance from a major highway. André looked it all over, got some numbers off an old license plate and the engine, then went to the local authorities to ask what could be done with this

apparently long-abandoned property. They told him that someone would have to research the ownership history of the property if possible to see if any family members had any interest in the item.

He did some research on the plate, found that the prev. owners had long ago passed away, without any progeny to claim anything they'd once owned. No one remembered the car at all.

So back to the authorities he went, and reported his findings. "What happens now?" he asked. The lady in the office said "we hold an auction and the property is sold to the highest bidder". Surprised, he asked how such an auction might take place. She said "well, the person interested in acquiring something tells us what it is, and makes this office an offer".

"And how soon could an auction take place, and what happens if someone makes an offer" he asked. "Well, Francois upstairs could do this right now if you're interested". Astonished, he tentatively asked "how would the bidding start?" She replied, "tell me what you want to bid for it, and I'll take your offer upstairs and see what Francois says". Sweating bullets, André said "I'll bid one franc", trembling as he said it. "Very well" she replied, and went upstairs. About 10 minutes later, she came down and said "your bid is accepted – pay the one franc and we'll make out a bill of sale". André practically fainted, but paid the franc, and tore off back home!

After gathering some friends, he led them to the car. They hauled it back to someone's yard, deforested it, checked fluids and tried to start it. Not having any luck, they towed or pushed the car then popped the clutch and finally got it to fire.

He drove the car for some time, eventually taking it back to the US. Having recently relocated to Florida, where he wanted to open a new Citroën dealership in a warmer climate than Buffalo, he needed funds and sold the Bugatti to give him seed money.

Although André got a good price for the car, he regretted having to sell it, considering how valuable that car became a few years after he sold it! Still, a Bugatti for one franc is astonishing!

CITROËNVIE!

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.



Two images below: Ian Downie



15th June—All warm and cosy in the St Andrews Hotel.
Approximately twenty four members enjoyed a convivial time here after which an enjoyable run was held around the hills, terminating at the Yarra Valley Chocolaterie & Ice Creamery in Yarra Glen.. “Desserts on the run.....”



CAR CLUB RUNS:

An opportunity for social activity, to ogle at other members cars, to exchange handy hints on restoration and to seek advice regarding ongoing problems with ones own vehicle, and finally; just have fun.

Today was no exception.

The range of vehicles attending today's event were somewhat hidden due to the difficulty of parking at this extremely popular and crowded venue. A half kilometre walk past the parked cars on the road was not unusual, the full car park behind the hotel, or any other nook and cranny available.

The popular market with many alternative displays of clothing, fresh vegetables and flowers, and the suspicious aroma of questionable vegetation emanating from smouldering candles , always attracts a large crowd from locals and visitors alike.

Winter woollies were the order of the day.



Two images above at the Chocolaterie in Yarra Glen.

These two images: Ian Downie.

market



DS Brake Button Advantages

by Ken Nelson.....12 April

Regarding the brake button advantages, the hydraulic system (steering, brakes, suspension) is a high-pressure system – at 2500 psi (IIRC). Braking force is modulated by the foot pressure applied to the button, rather than how far the pedal travels. In a panic stop situation, bringing your foot down to the button and “mashing it” produces full power braking immediately.

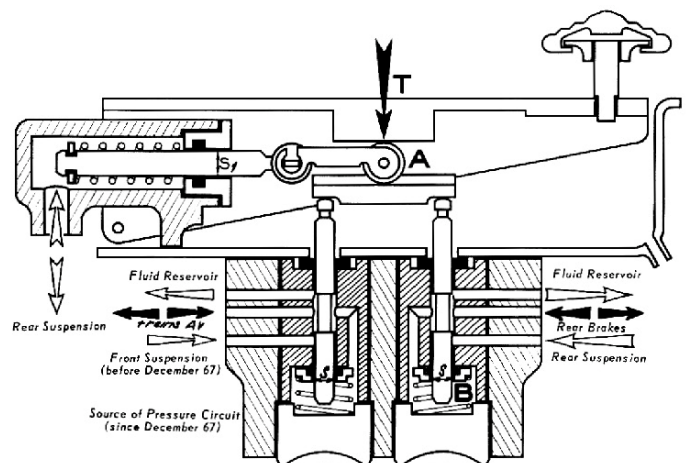


Braking up front is via large, well cooled, inboard discs. Another thing is, when you mash on the button, the rear of the car will stay level, if not drop slightly because when the DS was introduced, it was built-in load sensing/brake proportioning, regardless of front/rear load balance.

The other thing about DS braking is that the champignon/mushroom pedal allows for quick foot movement from the accelerator pedal to the button. Unlike a conventional brake pedal where you lift your foot to the other pedal and then mash on it, on this you drop your foot off the gas pedal directly onto the

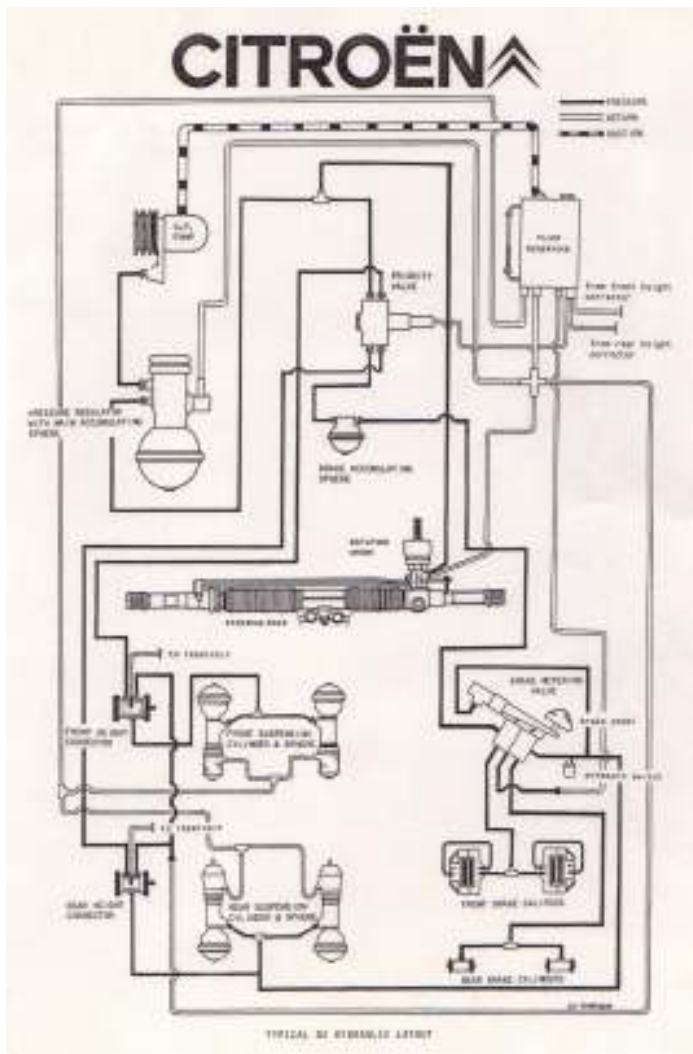
button. Activating the brakes in a DS happens a lot faster than a conventional brake.

Underneath the mushroom knob is a split VALVE system, not a master cylinder type system – one tiny 1/4 in. diameter piston for front discs, another identical piston behind the front one, serving the rear brakes. Total travel from zero to full stop is – about 3/8 inch! The valves simply admit the stored high pressure in the system to the brakes. This sounds crazy, but it's a true feedback proportioning system so your foot does get used to the gradation in force. Sheer genius!



50570

To make it more brilliant, the mushroom knob pushes not directly against the two pistons, but on the CENTER of a teeter-totter plate which straddles both pistons. AND a tiny hydraulic piston forward of this twin hydraulic valve block pushes the TT plate forward/aft based on the pressure coming to the auxiliary piston from the rear suspension, whose height is affected by the trunk load. So, when a heavy load is in trunk, the rear height corrector sends in



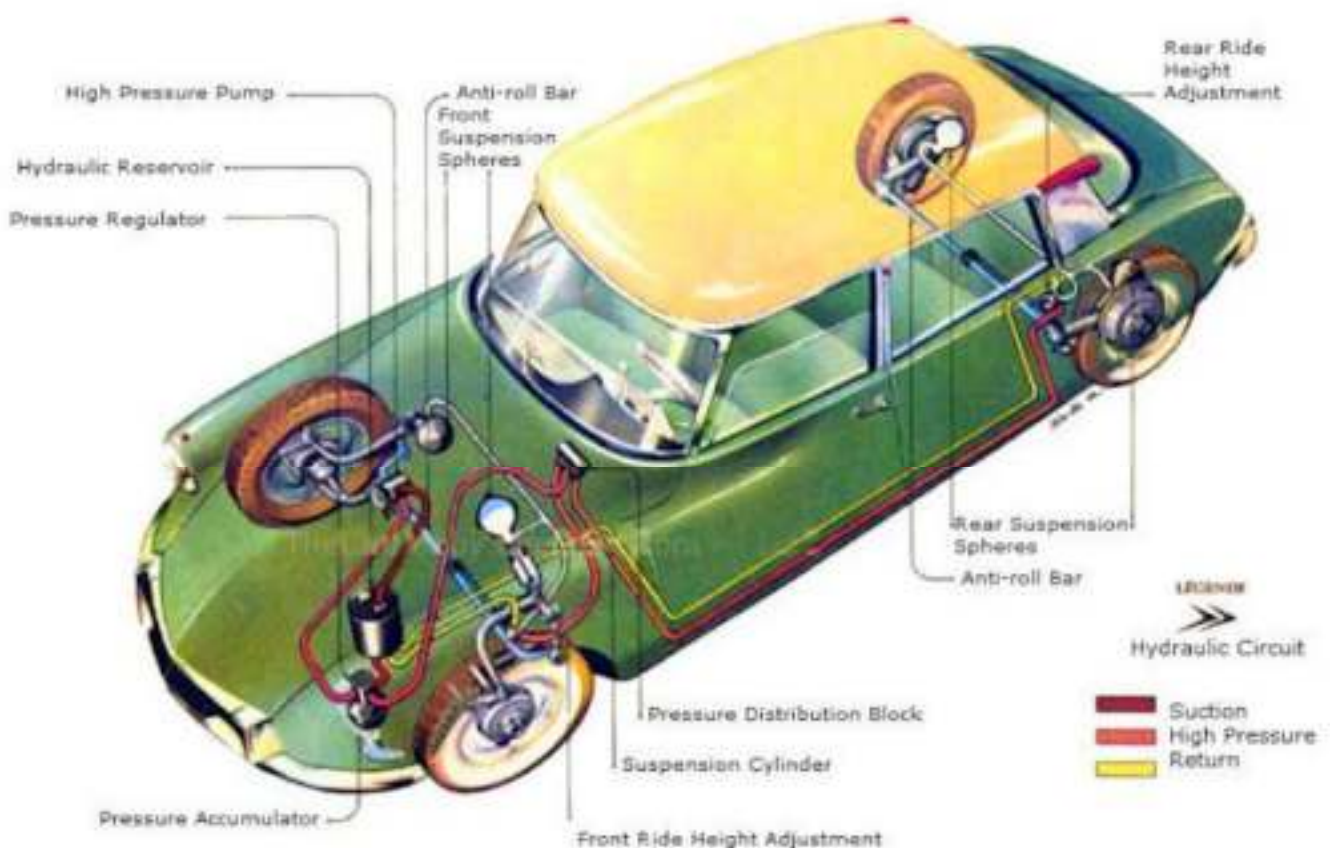
more fluid to jack up the rear end back to normal level, and that increase in pressure goes directly to this aux. piston, moving the teeter-totter plate and changing the leverage on each brake valve. Viola! Non-electronic load sensing which is very reliable.

And further to the brilliance of the design, as the rear suspension arms are very long, to give lots of soft wheel travel, when the rear weight is high and/or front brakes are pushed hard enough, the rear drums engage and rotational torque from them YANKS the rear end DOWN – it squats automatically, and counters any tendency to nosedive. In fact, if a DS doesn't show the squatting rear under hard braking, a knowledgeable owner will know the rear brakes on a DOT 3 early car will have stuck rear cylinders, and you know you need to free them up with an overhaul.

It's the tiny travel which throws people – literally – thru the windshield if you stomp on it! So – be GENTLE – this is NOT a vacuum-assisted system. There is 2500 psi of pressure, enough to operate a forklift, is under that mushroom knob!

I could go on and on. . . These are brilliantly, thoroughly engineered automobiles.

CITROËN VIE!



The Hydropneumatic Suspension of the Citroën DS

Hydro-Pneumatic Suspension for the DS. A Citroën Patent.

A Practical Recount of DS Steering Control – Can you top this Citroën Story?

3rd April



Here is a wild story of when John Chassin's DS had the tie-rod to the right front wheel break at the alignment coupler sleeve – totally disconnecting the wheel from the rack! Yet it did NOT cause a serious loss of control, as the disconnect wheel just followed the still attached right front wheel – amazing!

Here's John's recollection of the incident:

On most automobiles good steering feel is based on the condition of rubber donuts that hold the suspension arms. You feel the impact on the domino that's laying there and can correct for the wheel's change of direction, camber and caster by turning the steering the other way and hoping for the best. Your driving skill is in the quality of your estimated aim which varies from car to car AND model to model.

In the DS type of suspension, hitting a brick or a pothole does not change the camber, caster, etc and you do not have to correct. Feeling is superfluous and the hydraulic rack does not allow any deflection or change in the wheels' position. No need to aim. You steer and it goes there. All Citroën DS steer identically and predictably, even with one broken steering arm

I drove some 25 miles with one side snapped loose as a result of 26 years of under battery rust. That was back in 1994 and I realized the problem while parking. I just backed off and parked again, but with a wider radius.

CITROËNVIE!



Maintaining the camber and caster is one of the reasons that the DS fared so well in arduous rallies.

When I found out, after opening the hood, I was amazed that the wheel would follow, (unless I cranked the steering to a large angle). I recall a bus was honking frantically at me as he was crossing. The wheel was probably visibly wobbling, but I did not feel it at all, going some 45 mph on a two-lane road.

The battery is on top of the parallelism adjust sleeve. The ball joint to the upper pivot arm had rusted solid. Very hard to rotate it. It fatigued the sleeve thread and neatly cracked off flush at the sleeve. I tried to clean, squash, lube it. No way. Found spare and slowly replaced, offing the sleeve 1/12 turn at a time in the DC sun.

I should go and check it now... it's been another 25 years! Take it out, squash it, clean it, lube it, install, adjust. Parallelism done? Good forever. Pothole? Phooey!

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 751 Frankston Vic 3199

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

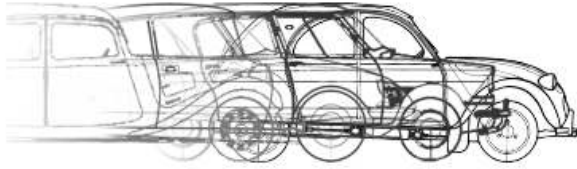
Download the [Club Permit Application Form](#)
Download the [Vehicle Eligibility Form](#)

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.



OTTAWA CITROËN CLUB

CLUB CITROËN D'OTTAWA

Seat belt mounts

By [Terry](#) On July 4, 2017

Although I have the original 2CV seat belts, they stick. One was also locked up solid. Try as I might, I couldn't unlock it without taking it apart. Of course, when I opened it, I forgot all about the stupid rewind spring which jumped out and promptly threw itself all over the garage. While it was still wriggling on the floor, my brain labelled me a complete idiot and ordered me to think a little doing something like that again.

After a change of undershorts, I was able to get the reel apart and unjam the seatbelt. So I re-rolled the spring and stuffed everything back together only to find I had been a tad too energetic with a pair of pliers and had knocked one of the cast zinc drive teeth off the reel. So there I was, a now confirmed idiot, holding a destroyed reel and whining about the \$130 price of a replacement.

Bob M lifted the black cloud off my head by suggesting a trip to my favourite haunt: the wreckers yard. There, we pulled a pair of pristine front belts from a Ford Contour and waltzed off with them for \$45. Bob also found a side mirror for a Hyundai Accent he had been searching for, and the sun was shining for once, so it was a beautiful day after all.

The belts we chose were great, and it was just a question of fabricating up plates strong enough not to rip out of the floor and B pillar. A quick bit of sleuthing by Bob M. revealed the mounting plates should be 3 inches on a side with rounded corners so they won't create a stress point and rip out the floor in a collision (not that a collision is survivable in a deuche anyway).

The only real challenge was creating a bracket to mount a little tiny screw to hold the reel at the correct angle. I built the bracket and welded them in only to find they interfered with the hinge pins for the suicide doors. With a bit of cutting and welding, that problem went away. Here are some pictures.

Center floor mount bracket



Side mount bracket



Shoulder belt loop bracket



Reel positioning bracket. Note the kink on the left for clearing the suicide door hinge pin.



For Sale Citroen (12&15) Workshop manual

07/19

Price \$100.00

Contact: John Craddock Email: crash31@gmail.com



Sales and Wants

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

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

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

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

Send to

The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

Thank you.

Citroen Parts For Sale

2/19

2CV –

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

CX

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

D Models

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

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

Contact Richard Ward 0417 316 060

Sales and Wants

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

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A full detailed list is available 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
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Located in Mount Martha, Victoria.
Contact: Ph 59741073 or Email: paul.lamblin@bigpond.com

Club Badges

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

1981 Citroen 2CV6 Club \$12500

12/18

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

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

*Did you see the story about
the blind watchman?*

Neither did I.

*My friend drowned in a bowl
of muesli.*

*A strong currant pulled him
in.*

*Police arrested two kids
yesterday, one was drinking
battery acid, and the other
was eating fireworks. They
charged one and let the other
one off.*

*Man goes to the doctor,
with a strawberry growing
out of his head. Doc says
"I'll give you some cream to
put on it."*

*Is it fair to say that there'd
be less litter in Britain if
blind people were given
pointed sticks.*

*A man came round in hospi-
tal after a serious accident.
He shouted, "Doctor, doctor,
I can't feel my legs!" The
doctor replied, "I know you
can't, I've cut your arms off".*

*I went to buy some camou-
flage trousers the other day
but I couldn't find any.*

*I went to a seafood disco
last week... and pulled a
muscle.*

*They say I'm addicted to
brake fluid.*

I can stop anytime I want.

*Our ice cream man was
found lying on the floor of
his van covered with hun-
dreds and thousands. Police
say that he topped himself.*

*I told my wife she was
drawing her eyebrows too
high.*

She looked surprised.

*Two cannibals are eating a
clown.*

*One looks at the other and
asks, "Does this taste funny
to you?"*



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Ringwood	Wolfgang Siem	0425 872 082
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Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

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email: pleiadesauto@hotmail.com

UK: -

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Sawtry Cambs PE28 5SB UK
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