

THE **CCCVA** **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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June 2019



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CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Bruno Tonizzo 0418 945 461 president@citcarclubvic.org.au

VICE PRESIDENT

SECRETARY

Michael Faulks mfaulks12@gmail.com

TREASURER

Peter Moloney 0411 869 705 treasurer@citcarclubvic.org.au

COMMITTEE

Brian James 03 9728 5526 photoimage2001@yahoo.com.au
Wolfgang Siem woljen@gmail.com
Andrew Smith andrew@artisanleatherworks.com
Ian Downie 0452 411 104 blueduck1949@gmail.com
Michael Faulks mfaulks12@gmail.com

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 0409 384 977 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Dave Rogers * 0422 229 484
Bruno Tonizzo 0418 945 461
Peter Moloney 0411 869 705

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers 0422 229 484
cccclibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

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

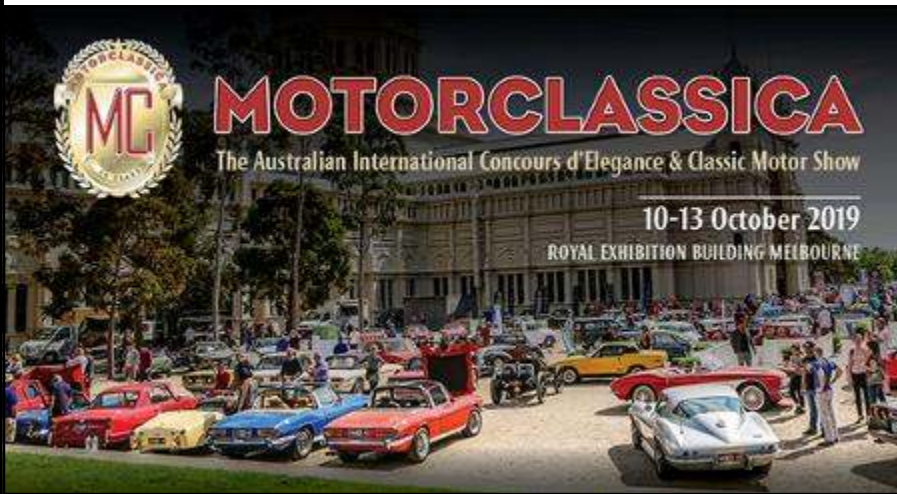
Meetings are held monthly in locations decided each month.

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



President's Message.

What a fantastic Club is CCCV. Last month's informative talk on the supersonic Concorde was very well presented by Les Marton. All present remembered the Concorde, and to hear a lot of the facts and figures about the plane and its unfortunate demise was very interesting. Thanks to Wolfgang Siem for organising that event.

We have trialled two CCCV Coffee mornings so far and it is getting the support from members so we will continue with them. A big thankyou to the members that attended the coffee mornings at Williamstown and Warrandyte cafés. The next few months have a Pub Run to St Andrews hotel and a visit to the Bastille Day celebrations at Federation Square and a Bastille lunch at the Flinders Hotel so there may be a pause before the next coffee morning is held.

CITIN WA is over and from all accounts was very successful. CCCV members that made the epic drive there and back had a great experience and I was able to follow their adventures on Face Book thanks to the fantastic photos and blogs that were being posted there. Dave Rogers will be giving us a presentation about the WA CITIN at the June General Meeting. The 2020 CITIN is in NSW and the planning and organising is well and truly in full swing for that event. CCCV and CCOCA have already started on the 2022 CITIN in Victoria.

We are seeing a number of new and returning members to our Club and I'm happy to see them being made very welcomed with lots of assistance being offered from the vast pool of knowledgeable members in the Club.

Happy motoring!

Bruno Tonizzo
President CCCV Inc.

If undeliverable return to:
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Nunawading Victoria 3131
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FRONT COVER

On the way home from WA Citin. Somewhere near Esperance WA. Image Marg Towt.

BACK COVER:

Feet in the sand along a beautiful Esperance beach.

Citroeniens on the way home.

Image: Barbara Towt.

*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

April 22-May 4 Post Citin Tour
Katanning-Norseman
May 16 Club night
May 19 Trentham run—Red Beer Bakery & or
o/night @ Radio Springs Hotel

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	
August		Warburton	RSVP
	15	Club night	
September	19	Club night	
October	11-13	Motorclassica	
	17	Club night	
	20	Citroen Concours Como Park N.	
November	21	Club night	
	24	French Car Festival Geelong	

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

June 20th Club night

Speaker: & presentation.

Dave Rogers will give us all the run down on Citin WA tonight.

Its joy and occasional heartbreak.

October 20 CONCOURS

To be held at **COMO PARK Nth**

Note new date

Address:

305-325 Williams Rd,

South Yarra VIC 3141



June 15th Saturday

St Andrews Pub Run

If you are coming:

RSVP to Peter Moloney on 0411 869 705 or treasurer@citcarclubvic.org.au by 12th June

Meet at pub at 11.00am Lunch to be followed by a cruise around the district.



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

NON CCCV SPONSORED EVENTS

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

November 24 Geelong Revival

DON'T BE A TOOL!

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

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

How to celebrate Bastille Day like the French

If you want to celebrate Bastille Day like the French, the first thing you need to know is that the French national day is not called Bastille Day in France. Over there, it's "le 14 juillet" (the 14 July), or "*la fête nationale*" (the national holiday).

So why do we call it Bastille Day?

It's known as Bastille Day in English because the day celebrates the storming in 1789 of the Bastille, a prison King Louis XVI used to detain his opponents. The Storming of the Bastille was a turning point in the French Revolution, eventually leading to the end of the monarchy



.How do they celebrate in France?

On 14 July, there's always a military parade in the morning starting at the Arc de Triomphe and ending at Place de la Concorde. In the evening, there's a free concert on the Champ de Mars and fireworks are set off from the Eiffel Tower.

There's also a tradition in Paris where fire stations stay open at night on 13 and 14 July to welcome visitors to celebrate. It's called the Bastille Day Firemen's Balls.

There are more fireworks, concerts and events all over France.

French people take advantage of the day off by meeting up with their friends and family for a picnic or a BBQ. Think delicious, but simple food, like cheese, sandwiches, charcuterie, pastries, strawberries and ratatouille (and Champagne, of course!). They'll often play pétanque, a type of boules, in backyards and parks.



And in Australia?

No military parade or Firemen's Balls for us, but there's still plenty to do in Australia to celebrate Bastille Day.

The biggest events are the [Bastille Day French Festival Melbourne](#) (12 – 13 July). As with all good French celebrations, there's a lot of food, wine and music, but also master classes, activities for children, film screenings and markets.

See next page for details —————>

<https://www.sbs.com.au/yourlanguage/french/en/article/2018/06/28/how-celebrate-bastille-day-french>



BASTILLE DAY

FRENCH FESTIVAL MELBOURNE 12-13 July 2019

Bringing the spirit of Bastille Day to FEDERATION SQUARE!

In four short years the Bastille Day French Festival has been embraced by Melbourne and we have now outgrown our current home, the North Melbourne Meat Market. With eager crowds queuing outside for hours to experience a little slice of French summer in Melbourne's winter it is time for us to say goodbye to the beautiful Meat Market but we are very excited to announce that we will be relocating to Melbourne's iconic event centre:

FEDERATION SQUARE!

Federation Square is THE place for arts, culture and public events in Melbourne. This venue, which has captured the hearts of Melburnians over its relatively short life, is the perfect place to express the French "Joie de Vivre" you all expect on Bastille Day.

The festival will take place in the Atrium, Deakin Edge Theatre and the Deakin Edge Terrace, combining both indoor and outdoor spaces, allowing exhibitors and visitors to stay out of the cold or soak up the the winter sun while enjoying a glass of fine wine as well as many French specialties. Everything you have come to expect from the Bastille Day French Festival will be on offer including music, art, culture, talks, a market, french food and wine and masterclasses, as well as some new and exciting events and activities to be announced!

We are planning for the 2019 festival to be bigger and better than ever, with more benefits including much greater visibility thanks to this famous centrally located venue.

Thanks to invaluable feedback from our festival attendees and exhibitors we are changing the running times in 2019 with a fantastic opening ceremony and French winter night market on the 12th July from 4pm - 10pm and the main festival day on the 13th July to run all day and into the night from 10am to 10pm.

Our wonderful authentic French festival will now be free to the public - really bringing the spirit of the French Revolution to Melbourne - So mark your diaries now for you to be part of this festival made by the people for the people!

12-13 JULY 2019

Bastille Day French Festival Melbourne - 12 & 13 July 2019





1 July, 2017

Made in Monaco: Venturi Automobiles, experts in the most advanced technologies



Venturi Volage Detroit 2010. Source: joggingbar.com

Venturi Automobiles ventured into the universe of electric cars in 1984 and now this French founded, Monegasque based company has gone on to become a highly established multinational automotive manufacturer that designs, manufactures and sells luxury electric vehicles. They are paving the way for an industrial sector of the future, one that is more sustainable and aims to work in harmony with the environment. Through this HelloMonaco '[Made in Monaco](#)' series, we will discover the history of this company, how they came about and their goals.

The automobile world is gradually implementing new principles, means and tools that center on sustainable mobility. They are turning away from the polluting cars of the past that function on a finite resource and instead opting for models that will ensure the longevity of our environment and respond to today's pressing issues. The range of Venturi Automobile models embody all the characteristics one would find in electric cars, however, they have established this industrial reality without "sacrificing the seductiveness of either performance or aesthetics", which are the two main attractions behind anyone's dream car. Experts in the most advanced technologies for both urban and high performance cars, Venturi are demonstrating the diversity and beauty of electric cars.

Engineers Claude Poiraud and Gérard Godfroy founded the company in 1984 with the aim of competing in the 'Grand Tourisme' market, of small luxury sport cars and competition cars. This was their attempt at building a sporty luxury car in France post-war, however they were faced with many challenges notably lack of funding and staff.

After 16 years of car production, in 2000, the company declared bankruptcy and was purchased by the Monegasque millionaire Gildo Pallanca Pastor. He quickly changed the company's direction, turning the focus onto electric-powered engines, with their first ever electric sport car model, the *Venturi Fétish* two-seater – the first electrically powered production sports car in the world.

Venturi engineers must be highly qualified in electric car architecture and in particular the development of new generation car frames – they were the first manufacturers to create specially adapted car frames for battery integration problems. Each car is equipped with high performance traction chains, which are constructed to work in sync with the internal battery packs, ensuring that even urban car models benefit from the advanced technologies they use on their extreme condition car models.

Since [Venturi Automobiles](#) made the positive move of switching to electric cars, the company has made some impressive models, including the *Eclectic*, the world's first energy-autonomous vehicle, with solar panels and built-in wind chargers, as well as the *Astrolab*, the world's first solar-electric hybrid car. Also in December 2009 Venturi entered the motorcycle market when they acquired the French motorcycle manufacturer *Voxan*, and have expanded to North America, Ohio, where their research and development centre is located.



The Venturi Formula E-Team is perhaps their most remarkable project yet, a Monegasque motor racing team founded in 2014 by the company owner Gildo Pallanca Pastor and, impressively, American actor Leonardo Di Caprio. The team was created to compete in the FIA championship for electric cars, [Formula E](#), a class of auto racing that uses only electric-powered cars, using Venturi manufactured models. It's a unique race held in various countries, including in the Principality of Monaco right before the classic Monaco Grand Prix, as well as in Beijing, Buenos Aires, Moscow and many other countries.

This Monaco based company is yet another example of the considerable efforts the Principality has made and the projects it supports in order to ensure a sustainable future and a cleaner environment.



What the hell's an MVS/Venturi? Well, MVS stood for *Manufacture de Voitures de Sport*. The company was started in 1984 by French automotive designer Gérard Godfroy and engineer Claude Poiraud. The basic idea behind MVS was to create a mid-engined sports car offered world-class performance, with a distinct Gallic flair.



Things weren't all peachy with Venturi, though. Over-investment in racing ("the best way to make a small fortune with car racing is to start with a big one.") lead the company to bankruptcy in 1996, and they were purchased by the Thai concern Nakarin Benz, who focussed on continuing production of the existing cars.



Venturi's last full road car came in 1998. Called the Atlantic 300, it had an evolution of the original Atlantique 3.0L engine - now with twin Aerodyne turbochargers instead of a single unit - and power jumped from 281 to 310bhp, still backed by that Renault 25 box that Esprit owners everywhere loathe so. Despite the much-improved lineup- the Atlantic 300 was a fully-developed world class sports car - it wasn't enough to keep Venturi afloat, who declared bankruptcy *again* in 2000, and was subsequently purchased by a wealthy Monaco resident. Since then, the direction has changed - Venturi only builds around 15 cars per year, primarily the electric powered Fetish sports car, along with a number of bizarre concept cars.



Like many "cottage" car makes, MVS/Venturi went through a lot. Changes in location, an overall withdrawal of the sports car market right when they were ready to get rolling, multiple managements - but what's impressive is they managed to make some truly great sports cars in the time they existed. A total of around 700 Venturis were made between 1987 and 2000, meaning the site of one is extremely rare. The good thing is, they do use a lot of standard parts - Renault/Peugeot/Citroen parts - so they're easier to keep running than, say, a Ferrari. They're just a footnote in the history of failed sports car makers, but they sure were an interesting one.

11 conceptual cars produced and forgotten in the USSR

MARCH 12 2014 PAVEL GAZDYUK DAN POTOTSKY RBTH

RBTH offers to take a look at the most interesting conceptual and experimental cars developed by Soviet engineers and designers.



Laura. In January 1982, in a small workshop on the outskirts of Leningrad, two young men, Dmitry Parfenov and Gennady Hainov, decided to create a car of their own making. Interestingly, unlike the majority of home-made cars, it was built almost entirely without factory parts — even the engine was designed and hand-built by the two enthusiasts. The car was highly praised by then General Secretary of the Communist Party Mikhail Gorbachev and took part in numerous international exhibitions, but was never mass produced.



YUNA. A homemade car conceived by engineer and car enthusiast Yuri Algebraistov in 1969, but

assembled only in 1977. The machine was highly praised and won numerous awards at international exhibitions. However, it did not go into mass production. Only two were built, and one survives to this day. On the road since 1977, it has clocked up more than half a million kilometers.

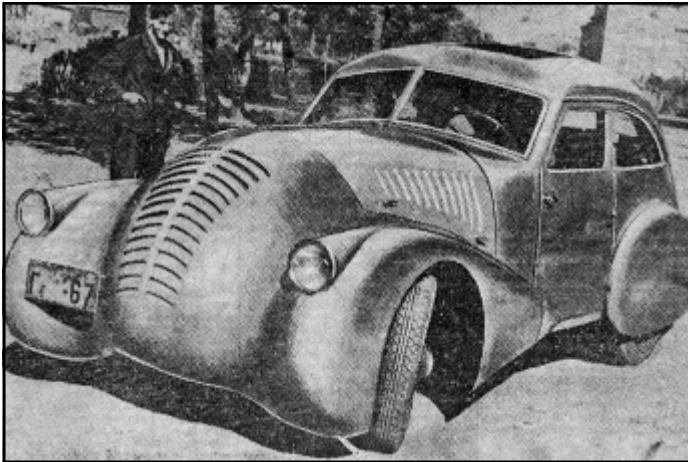


NAMI Okhta. The Okhta automobile was built in 1986-87 at the Leningrad Laboratory of Advanced Prototyping of Light Vehicles by NAMI (the Central Automobile Research Institute). This concept car could seat a maximum of seven: the second and third seat rows were removable, while the front could be rotated through 180°. The rear seat folded into a handy table. At that time, the multiplex system — in a Soviet car no less — was pure science fiction. The only instance, restored after a crash, is on display in a museum.



Istra. This car is one of the most interesting developments by the once popular AZLK: it was developed

in the period 1985-1988 under the “Istra” project. It was equipped with automatic transmission, fuel-efficient diesel engine, and air conditioning as standard. But the project never got off the drawing board. Today, a prototype of the vehicle is housed at an abandoned AZLK plant.



Gaz-Aero. Created in 1934 by designer Alexei Nikitin as a result of a study entitled “Automobile aerodynamics and streamlining,” which was essentially this young engineer’s student dissertation. The body of the GAZ-A-Aero had a wooden frame and metal casing. Only one was built and its whereabouts are unknown.



ZIS-112. (Above) The design of this car was truly avant-garde. In the finest traditions of dream-mobiles, it was a huge, almost six-meter long three-seater with a round radiator grille and a single headlamp, weighing in at two and a half tons. The car was built in 1951 and competed in several races, but in 1955 was decommissioned and ended its life on the scrap yard.



Pangolina. Another homemade sports design, it was the brainchild of engineer Alexander Kulygin, who also produced a six-wheel all-terrain vehicle and a concept car, both for the military. The Pangolina was built in 1980 and very successfully. Together with its creator, it featured in various Soviet racing competitions and even visited the “EXPO 85” International Auto Exhibition in Plovdiv, Bulgaria. The car was used in Soviet pop clips. It is now in a museum.

https://www.rbth.com/multimedia/pictures/2014/03/11/12_conceptual_cars_produced_and_forgotten_in_the_ussr_34977

Pobeda-Sport. (Below) In total, Podeda-Sport vehicles won three USSR championships (1950, 1955, 1956). It was the first truly successful Soviet sports car. However, that is not surprising when you consider that it was designed by an aeronautical engineer. The car is of interest both as an experimental automotive design by an aircraft constructor and as an example of the peaceful use of military technology.

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.



COFFEE MORNING held at Beasley's Nursery in Warrandyte on Saturday 27th April.

Three cars of club members who attended were Bruno's 1979 Fiat Spider, Tom's Ds and Brian's C4 Coupe.



A total of eight members sat down in the café for coffee, morning tea with scones or muffins, or eggs Benedict for a late breakfast.

The usual talk about cars, train alignments and family ensured over the 2 hours we were there.

This is what you missed if you weren't there.





Belka. Back in the late 1940s, Yuri Dolmatovsky, brother of Soviet poet Yevgeny Dolmatovsky, pondered the pros of wagon-style design. It was his involvement that led to the development of the first Soviet passenger MPV. Alas, Dolmatovsky's efforts, which found favorable reviews even in the pages of foreign automotive publications, failed to win support from above. Only a single prototype was made, and even that was scrapped in 1954. Seven years later, the Chevrolet Corvair Greenbrier appeared on the U.S., based on Dolmatovsky's ideas.



VNIITE PT. Back in the 1950s, Soviet experts understood the need for a specialized taxi car. Heeding their opinion, the Council of Ministers issued a decree in 1962 on the development of a minivan. Only one instance was built, since production was deemed unprofitable. But take a look at the Nissan NV200 Taxi, coursing the streets of New York and London, and you'll be hard pressed not to notice a whole heap of similarities with the Next Generation Taxi from VNIITE (the All-Union Scientific Research Institute for Technical Aesthetics).



Gaz-Torpedo. Another sports concept car from Soviet aircraft builders. In 1951, attempting to create a new vehicle, aeronautical engineers designed a new body completely from scratch. Using the same aircraft materials (duralumin and aluminium), designer A. Smolin built a tear-shaped streamlined body 6.3 m long, 2.07 m wide, and 1.2 m high, weighing a total of 1100 kg. Unfortunately, the car did not stand out for its speed and remained a prototype, but one survives to this day and is now on museum display.

Go West Young Frogs - Citin



At the time of writing all of those who travelled west for Citin are back home with the exception of Dave Rogers, who is currently navigating the Nullarbor on the way home. Citin was a great and a well organised affair. It was a great chance to catch up with old acquaintances and meet new ones.

The trip across was a challenge for some of us with a number of vehicle illnesses as we travelled west. So here is the injury list in rough order.

- Dave Rogers: Electrical x2 but still moving.
- Peter Moloney: A muffler repair then distributor issue. It failed to proceed and he had to buy another car to continue the journey. The GSA was towed home in disgrace.
- Blue D (owner from interstate): Lhm pump failure. This was resolved with a replacement part sent across.
- Pottsy: Roof ripped off by a confluence of a passing road train and a wind gust. Temporary fix then quite wonderful trip repair done in Perth converting the 2cv to a hard top.
- Serge from Queensland: A rear suspension hydraulic issue in his C5. It limped to Perth and then he sold it and bought a Pajero for the trip home. Traitor!
- Ferdi Saliba: Two tyres gone in just a few km and the longest tow ever of over 700 km to the nearest town with replacements.
- Ken Wilson from Queensland: An undiagnosed issue in his brand new RV in Newcastle but towed home to Brisbane.
- Marg Tout. Muffler sheared off at cross box on her 2cv. It was repaired by a bush mechanic and later she had a stuck valve which was repaired by the ever resourceful Graham Dennes.

I think the winners are Ted and Helen Cross and Rob and Kaye Belcourt both of whom arrived home without incident (we won't mention the purse Kaye).

What a sorry lot! But we all had fun and would recommend it to anyone. Citin is at Cowra next year and hosted by the NSW club. Much closer me thinks.

Peter Moloney



Cit-In 2019 Katanning W.A.



Helen Cross ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A.

30 April at 23:34 · Amelup, WA · 🌐

Stopped in to look at the Lily Dutch Windmill. And slightly unusual accommodation - a plane - a DC3, converted into overnight accommodation. Interesting. — with Ferdi Karin Saliba and Ted Cross at The Lily, Stirling Range.



Ted Cross ▶ Go West Young Frogs - ... Cit-In 2019 Katanning W.A.

5 April · 🌐



Helen Cross ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A. ...

Like bees to a honey pot. 4th May.

At Esperance Bay Holiday Park.



Barbara Towt ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A.

Show & Shine 20 April · 🌐



Ray Potts ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A.

6 May at 12:15 · 🌐

Just a follow up to why my fuel gauge went on strike. There's something really satisfying in correctly diagnosing a problem. Fuel tank out and blow me down if the float isn't full of fuel! Bloody annoying in a brand new unit I put in just before the Perth trip. Never mind, I'll swap it for the float off the old one. Cheers, Pottsy



Marg Towt ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A. ...

28 April at 22:41 · 🌐

A sing along in the camp kitchen tonight... we could do this eight days a weeeeeek!



Jack Gibney ▶ Association of Citroen Enthusiasts Western Australia

4 May · 🌐



Jack Gibney ▶ Association of Citroen Enthusiasts Western Australia

4 May · 🌐



Jack Gibney ▶ Association of Citroen Enthusiasts Western Australia

Citin-Show & Shine. 4th May.



Marg Towt ▶ Go West Young Frogs Cit-In 2019 Katanning W.A.

Dinner at Bremmer Bay 1st May



Marg Towt ▶ Go West Young Frogs - Cit-In 2019 Katanning * W.A.**

25 April at 09:36 · 🌐

At Margaret River on the coast visited the White Elephant Beach Cafe. White sands, blue water, energetic white surf spray out there and clearly a popular destination for breakfast and those who want to swim. Climbed down into Lake Cave to see a spectacular site metres under the forest. Over 300 steps down and the same to come out, but well worth the effort. Barb has better pics. Took a back road through the Karri Forrest to Hamelin Bay, another superb Bay where the manterays (spell check says that is wrong) can be fed. Another superb day. On to the light house where the Indian Ocean meets the Great Southern Ocean below Augusta. Then on to Manjimup for a well earned kip.



Helen Cross ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A.

30 April at 23:27 · Cranbrook, WA · 🌐

A few pics from Stirling Ranges National Park this morning. Although the wildflower season is not officially until July, August and September, we managed to find a few wildflowers in bloom — with Ferdi Karin Saliba and Ted Cross at Stirling Ranges National Park.



Marg Towt ▶ Go West Young Frogs - Cit-In 2019 Katanning * W.A.**

14 May at 06:01 · 🌐

As I post this we are two hours out of Adelaide. Rocking and rolling throughout the night, knowing Bulson has been reaching speeds of about 114 kms per hour up behind the engine. Can not fault the wonderful staff on the Indian Pacific the food and service. It has been very relaxing travelling. A night stop in Kalgoorlie to see or not to see the Super pit and massive trucks. Then on we go!



David Rogers ▶ Go West Young Frogs - Cit-In 2019 Katanning W.A.

18 hrs · 🌐

The inexorable movement towards Melbourne continues. 678km today and off the Nullarbor, still beautiful driving weather and very little traffic. Off to the Ceduna Pub for a steak tonight.

BMW? No, EMW – a postwar, East German-built prewar BMW 327. Got that?

Richard Lentinello on Jan 19th, 2015



1954 EMW 327/3, built by East Germany's Eisenacher Motorenwerk. Photos by the author.

It may look like a prewar BMW 327, but it isn't. It even sounds like a BMW 327, but it isn't. And although it even shares many of the same body panels and other mechanical bits of a BMW 327, it is not a BMW 327.

It's an EMW, built by Eisenacher Motorenwerk. More specifically, it's a 1954 EMW 327/3.



Yes, you read that correctly, it was built in 1954, some nine years after World War II ended, and during the period when Germany was split in two. This EMW was built on the east side of the country, which was then known as East Germany.



And it's the only known example residing in the United States.

A while back, I had the honor of photographing this stunning piece of automotive history. I traveled to Stuart, Florida, where this German gem is kept by its owners Rachelle and Henry Grady, to photograph it for an upcoming feature by Mark J. McCourt that will appear in the March 2015 issue of *Hemmings Sports & Exotic Car* magazine, along with the fascinating history on both this car and the company that built it.



It took Mark an extensive amount of research to unearth the facts behind the EMW company and its cars, but for now, we'll tease you with these photos. The body of the car you see here was crafted in Dresden, Germany by VEB Karosseriewerk, while final assembly of the EMW took place in Eisenach, Germany. This car is production number 144 of only 152 coupes made between 1954-'55.

You can read all about this fascinating, beautifully shaped and finely crafted automobile in the pages of *Hemmings Sports & Exotic Car* #115.

<https://www.hemmings.com/blog/2015/01/19/bmw-no-emw-a-postwar-east-german-built-pre-war-bmw-327-got-that/>

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.

CITROEN 2 CV

'Tis sad when you think
As you sip on your drink
That Citroën has ceased its production.

This quaint little car
Is a bright shining star
And is full of mystique and seduction.

It's full of panache
And pizzazz and it's flash
And it goes like a retrograde rocket.

Its own special looks
Fill photographers' books
And it's small; it will fit in your pocket.

So let us rejoice
Sing praise with one voice
Be happy we each have a sample.

A standing ovation
Applause, acclamation
To Citroen's outstanding example.



I have just had a wonderful celebration of my 80th birthday. My daughter Katherine made the birthday cake – a wonderful representation of our 2CV. It seemed too good to cut up so I took a picture to share with you.

At the party was a good friend Charles Scott who has also owned an orange 2CV and wrote the attached poem in praise of the 2CV. He was kind enough to send me a copy. (opposite)

All the best,

Don Scutt

FOUND - IS THIS YOURS?

I opened my camping chair at Jamieson Autumn Festival and found this, which is the top of a Thermos Flask.

Probably someone sat in my chair at the "Taste of France" and put it there.

You can retrieve it by ringing :

Brian James on 9728 5526 or 0427 534 014

Email: photoimage2001@yahoo.com.au



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

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 the February newsletter or contact Michael directly:

Contact Michael: mfaulks12@gmail.com



CLUB SHOP

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

SEW ON CLUB

BADGE—\$7.00



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

Seals (O Ring) Spheres

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

Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen Xsara

3/19

Reg. SVD 000 2004 Manual

2 door coupe 5speed transmission 4cyl 1997cc

One Lady owner – 59000 kms Vin: VF7NORFSB73838916

Excellent condition interior and exterior. Colour: light grey Metallic paint

Located in Mount Martha, Victoria.

Contact: Ph 59741073 or Email: paul.lamblin@bigpond.com

Club Badges

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

1981 Citroen 2CV6 Club \$12500

12/18

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

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



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LHM SALES *(Strictly Members Only)*

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

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

Also available from club shop at club meetings.

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

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email: pleiadesauto@hotmail.com

UK: -

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Sawtry Cambs PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
email: Pleiades.sawtry@gmail.com
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