

THE

CCCVA

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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May 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



Barbara Towt's 2CV near Port Augusta, prior to heading south on the Lincoln Highway to Port Lincoln; then onwards to Katanning in Western Australia for Citin at Easter. What a trip!.



Presidents Report

The first coffee morning at Williamstown went very well with eight members and one visitor attending. Our visitor was Marijke Wright, the step daughter of the late Ian McArthur. Ian was a member of CCCV and also served on the committee. Ferdi and Kirk knew Ian well and Marijke was very happy to hear about Ian's time with CCCV. Marijke was wondering where her father's CX ended up and I can confirm that it is with Garth Campbell.

The morning was extremely relaxing as we enjoyed hot coffee and beachfront views of Williamstown beach. Thanks to Ferdi Saliba, Kirk Kirkcaldy, Brian James, John and Jenny Albanis, John Fedorko and Ian Downie for making the first coffee morning a success. The next coffee morning is at Beasley's Nursery Café in Warrandyte on the 27th April.

FRONT COVER

Australian Arid Lands Botanic Gardens at Port Augusta. An apt illustration of the country Citroeniens are travelling over to attend Citin in WA. Image: Barbara Towt

BACK COVER:

Fuel pump replacement on the Eyre Highway west of Penong, South Australia.

"We were on to Nundroo to fuel up. At this point a fellow 2cv had fuel problems. We called in to see the Head of the Great Australian Bight, a beautiful place then we pushed on until the faulty car just stopped. Our trusty Graeme Dennes got down and dirty and changed over its fuel pump and we were back in action. Thank you to a kind gentleman who stopped and was prepared to tow the laid up car to the next stop. We made it, relaxing in air conditioned comfort right now. What does tomorrow bring?"

Image: Marg Towt

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I have been following the progress of the "Go West Young Frogs" team on Facebook as they make their way to Katanning in Western Australia for the annual Cit-in. They are having a great time as they make their way across the Nullarbor and have been posting photos of their epic drive so that we can share their journey. I'm sure that all CCCV members wish them a safe trip and look forward to hearing from them on their return to Melbourne.

I hope you have had a happy Easter and I look forward to seeing you at future Club events.

Bruno Tonizzo.



Image: Marg Towt:

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

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: Craig Stewart, James Edge, Bernard Andrivon, Adrian Robb, David Watts, Joseph Veerstege and John Seeger-Snowden. 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

May 16 Club Night

Les Marton is a retired airline pilot and saw his first Concorde in 1963 when he was a 10 year old boy.

Tonight he will speak on the Concorde - its history and flight.

Expect to be enlightened.

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

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

May 17-19 Historic Winton—Benalla

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.

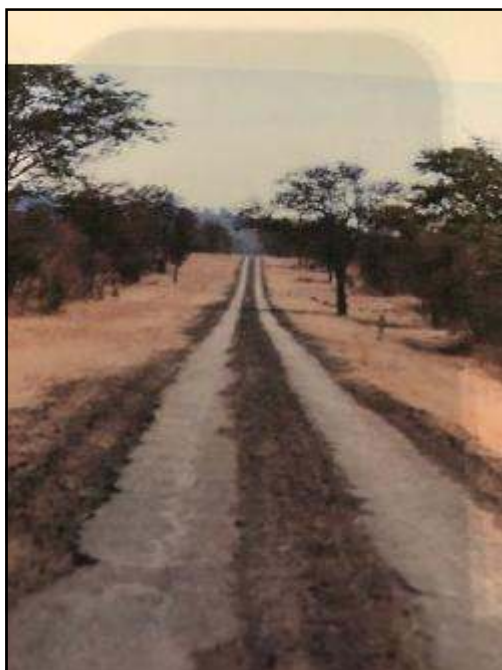
The Success of Citroëns on Southern Africa Strip Roads



A strip road is a dirt road with two narrow, parallel strips of asphalt, one for each wheel. Roads of this kind can be found in parts of southern Africa, particularly Zimbabwe. The limited road construction budgets of South African nations meant strip roads could be developed as an improvement over dirt trails with-

out incurring the higher cost of building completely paved road surfaces.

However, driving on them presents a few challenges:



With oncoming traffic the correct protocol is to edge over so that the car occupies just one strip to let the approaching vehicle pass. The same holds true when a vehicle is being overtaken, but at that point the passing car is going at higher speed. Maintenance hasn't been a high priority on many of them and the asphalt strips alone can be in precarious shape let alone the dirt portions on each side of the strips as rain and other erosion factors leave potholes that can easily wreck ordinary engineered cars.





From the late 1950s onwards, the ability to glide along undue surfaces in a Citroën DS with its hydropneumatic suspension afforded an uncanny mastery of strip roads. The DS, ID and subsequent hydropneumatic Citroën models were the preferred cars in such environments



Citroëns have proven to be popular on strip roads commencing with the Floating-power ride of the 1930s C4 and C6 models where the engine and chassis vibration was reduced by placing rubber mounts between them.

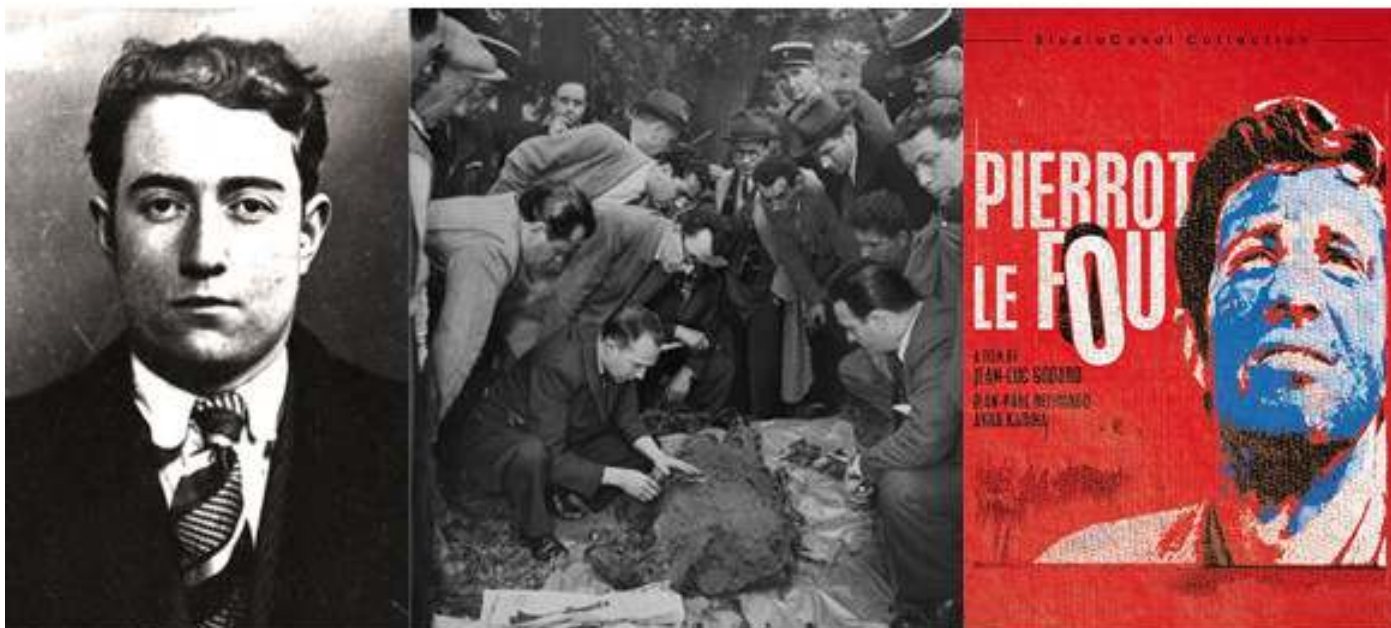
The introduction of robust torsion bar suspension on the Traction Avant in 1934 further popularized their presence on strip roads and of course the long travel suspension of the 2CV made it a ubiquitous choice from the 1950s on.

We would be amiss if we did not mention Peugeot for its soft suspension and Mercedes Benz. Both marques offered durability but they were hardly as sophisticated as hydropneumatic Citroëns, clearly giving them the edge in comfort and control.

<https://citroenvie.com/the-success-of-citroens-on-southern-africa-strip-roads/>

CITROËNVIE!

Pierre Loutrel and Le “Gang des Tractions” March 12, 2019 By [pete](#)



Pierre Loutrel

Pierre Loutrel (5 March 1916, [Château-du-Loir, Sarthe](#) – 11 November 1946), better known by his nickname of "**Pierrot le fou**" (Crazy Pete) was France's first "public enemy number one" and one of the leaders of the [Gang des tractions](#).^[1]

Born into a peasant family, he rapidly distinguished himself by petty thefts before profiting from the [German occupation of France](#) and using it to develop his criminal activities. From 1941 to 1944, he was a member of the [Carlingue](#), forging a reputation as a cold-blooded murderer and carrying out more and more summary executions. He developed links with the underworld of the era, then set up his own network with Raymond Naudy, [Abel Danos](#) known as *Le Mammouth*, Pierre Gibrise, Fernand "*Le Poulet*" and [Jo Attia](#).

However, little by little, his repeated crimes brought him to the [Gestapo](#)'s attention. Sensing that the tide was changing, "Pierrot le fou" thus decided to join the [French Resistance](#), getting them into talks with him by gunning down a German officer on the terrace of a café in [Toulouse](#). Upon the Liberation, he renewed his acquaintance with organised crime, getting involved in [racketeering](#) and [pimping](#) and gaining a reputation as an unscrupulous crime lord. With his team, he formed the famous [Gang des tractions](#), named after their favoured vehicle, the [Citroën 11](#), the famous *tractions avant* (front-drive) cars.

Hunted by [Roger Borniche](#), the gang was partly dismantled after a raid in [Champigny](#). It ended up sepa-

rating and Pierrot le fou, considered to be dangerous and uncontrollable, once again found himself isolated and reduced to petty burglaries.

On 6 November 1946, Pierrot was shot in the bladder during a robbery of a Parisian jewellery store on [avenue Kléber](#), after having killed its Armenian owner. He succumbed to his wounds five days later, on 11 November 1946, and his body was buried by his accomplices, being found only three years later by the police on 6 May 1949.

The **Gang des Tractions Avant** was a criminal gang in the [Pigalle](#) quarter of [Paris](#), made up of surviving members of the [Carlingue](#) militia, lapsed police officers and criminals from the [French Resistance](#). Most of them had moved from collaboration with the [German occupiers](#) to the Resistance, and then moved into organised crime—though even if their milieu changed, their behaviour and methods remained the same. The gang was named after its preferred vehicle, the [Citroën 11CV "Traction"](#).^[1]

Its methods were largely derived from those of the [Bonnot Gang](#) and were mostly continued by a number of other gangs, notably the [gang des postiches](#). The Gang des Tractions Avant gave rise to the writings of [Alphonse Boudard](#) and [Roger Borniche](#), the films of [Jean-Luc Godard](#) and [Jacques Deray](#), a TV series by [Josée Dayan](#), and a [board game](#) by [Serge Laget](#) and [Alain Munoz](#).

Wikipedia.

10 Astonishing Creations Unveiled At Paris World Fairs

Panorama Village Global, EXPOFRANCE 2025 | © Sensual City Studio . Paul McQueen. Updated: 20 December 2016

In the space of 82 years, Paris hosted six *Expositions Universelles*, or World Fairs. Oddly, the last one took place almost as many years ago. Now, along with [Osaka](#) and [Manchester](#), the city is pitching for the opportunity to welcome the world again in 2025. Before getting to grips with the exciting plans for [EXPOFRANCE 2025](#), we take a look at the marvels that past fairs brought to global attention.

Products from agriculture, industry, and fine arts, 1855: The saxophone

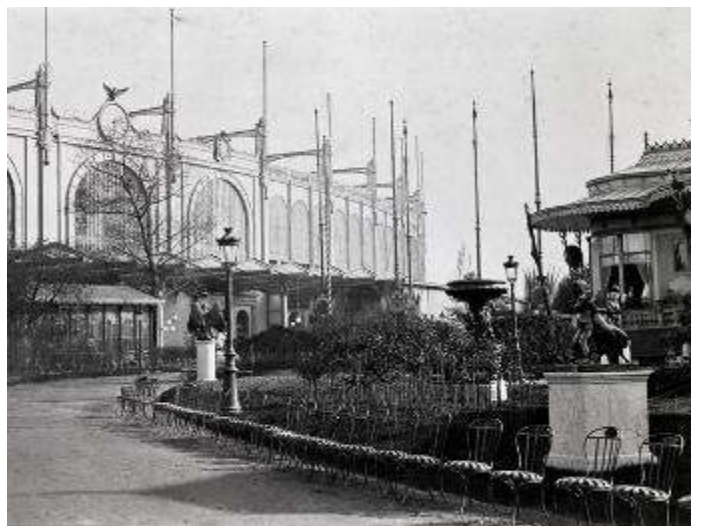
Five million people attended Paris' first world fair on the [Champs-Élysées](#) in 1855. London's *Great Exhibition* at [Crystal Palace](#) preceded it by four years, which spurred the organizers on to create ambitious architectural works like the Palais de l'Industrie and the surviving [Théâtre du Rond-Point](#). [Inventions](#) displayed include the Loysel percolator, capable of making 2,000 [cups of coffee](#) per hour; the lawn mower, washing machine, and Singer sewing machine; the Colt six-shooter revolver, and the [Bordeaux wine](#) classification system still used today. But we are most glad that [Adolphe Sax's saxophone](#) had its moment in the spotlight.



Sketch of the Palais de l'Industrie, 1855 | © BIE

World cultures, 1867: The Louis Vuitton trunk

Treble the number of visitors made it to the second fair, at which some 42 countries were represented amongst the 50,226 exhibitors. The public's breath was taken away by modern technologies like locomotives, cannons, and enormous construction cranes. The most influential from a literary point of view was the gigantic aquarium containing a deep-sea diver, which inspired Jules Verne to write *Twenty Thousand Leagues Under the Sea*. As beloved as this novel is, it comes in second in our estimations to the original [Louis Vuitton](#) trunks which made their debut at the show and whose popularity has impressively endured.



Empty chairs at the Exposition Universelle in 1867 | © BIE

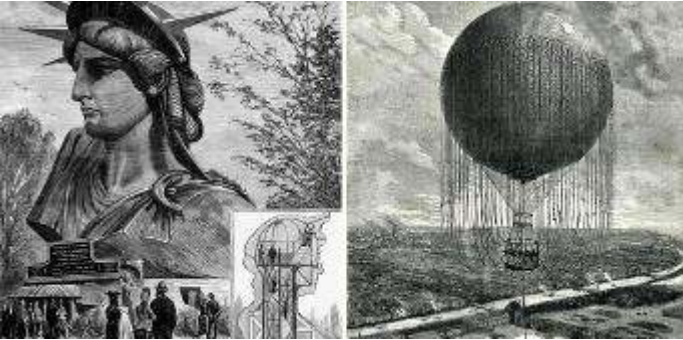
<https://theculturetrip.com/europe/france/paris/articles/10-astonishing-creations-unveiled-at-paris-world-fairs/>

 culture trip

cont →

New technologies, 1878: The telephone

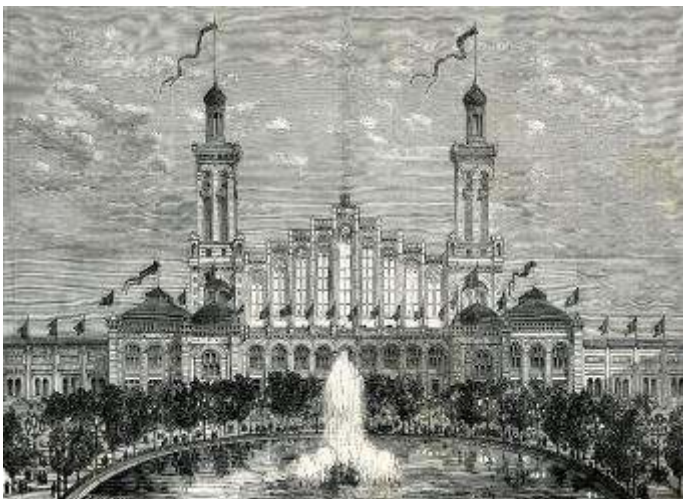
The World Fair of 1878 was intended to celebrate France's return to peace and prominence after the Franco-Prussian War of 1870 to 1871. Though the number of people who attended the show only rose slightly to 16 million, this show is considered to be both the simplest and most intellectual of them all. Some of the most famous inventions of all time were unveiled. Hard to separate in this regard are Alexander Graham Bell's telephone and Thomas Alva Edison's megaphone and phonograph. The public was also able to ascend the head of the unfinished [Statue of Liberty](#), [gifted to the U.S.](#) in 1886.



*Plans for the Statue of Liberty, 1878 |
© BIE ; Sketches for the captive balloon | BIE*

New technologies, 1878: Electric street lighting

Another miraculous invention of the 1878 show was the first demonstration of electric street lighting. The Yablochkov arc lamps, powered by Zénobe Gramme dynamos, had been installed along the Avenue and Place de l'Opéra and, in June, a switch was thrown and the whole area lit up to people's amazement. However, the gas lighting which came before had already earned Paris the nickname of the City of Light. A part of the exhibition galleries was preserved and relocated from the [Champ de Mars](#) to the Bassin de [la Villette](#). The building is now occupied by the [MK2 cinema](#), [Quai de Seine](#).



Le Palais de Trocadéro in 1878 | © BIE

Iron triumph, 1889: The Eiffel Tower

The 1889 World Fair marked the 100th anniversary of the storming of the Bastille and the beginning of the French Revolution. Held between May and October, it ultimately attracted a staggering 32 million visitors, many of whom came to see a reconstruction of the most famous prison in history and another now-familiar structure: the newly built [Eiffel Tower](#). Workers had been on the job day and night to finish the tower, which remains the [tallest feature of the Parisian landscape](#). Other important products featured at the show include Tissot watches, [cigarette](#) manufacturing machines, and the gramophone.



The Eiffel Tower entrance to the Exposition Universelle in 1900 | © BIE

The century, 1900: The Paris métro

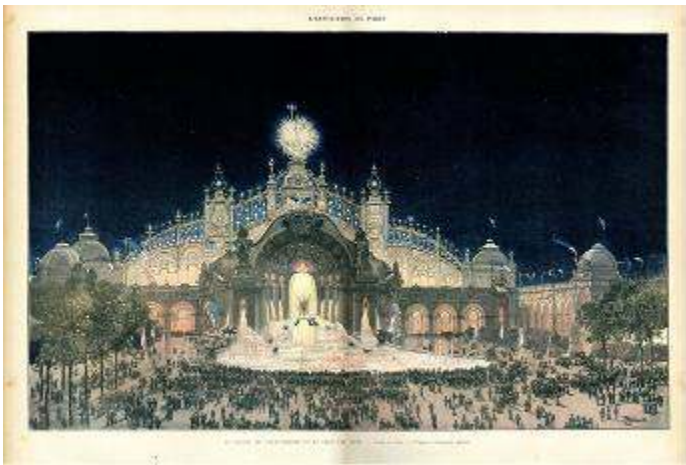
The *Exposition Universelle* of 1900 was ten times the size of the original event held in 1855. The show ground amounted to 120 hectares and 83,000 exhibitors were involved, including 40,000 from overseas. In six months, 102 million passengers used Paris train stations, including those of the newly inaugurated [underground metro system](#). The system was expanded over the following years and only a very small number of its [original metro entrances](#) exist today. Remarkably, 51 million people came to see the fair. At the time, France had only a population of 41 million!



*Palais
Machines in 1900
|
© BIE*

The century, 1900: Talking films

One of the most spectacular performances of the 1900 show was the Electricity Fairy on the Palais de l'Électricité, who held a beacon that ran on a whopping 50,000 volts. The first proper films – brief excerpts of opera and ballet performances – were also shown to the public, incorporating projections of both image and recorded sound. Other optical wonders included a massive kaleidoscope and the siderostat, a 60-meter-long instrument that made the moon appear to be only 36 miles away. The Grand and Petit Palais, the Pont Alexandre III, the Musée d'Orsay, and Gare de Lyon are all surviving fair structures.



Le Palais de l'Électricité and the Château d'Eau | © BIE

The century, 1900: Art Nouveau

The dominant artistic style at the 1900 World Fair was, overwhelmingly, Art Nouveau. The movement had begun in the 1880s and become fashionable in Europe and the United States during the 1890s. By the turn of the century, the natural lines and motifs of the style were visible in painting, sculpture, and, most notably, architecture. Other taste-making contributions included the Michelin restaurant guide and the now globally famous matryoshka doll, or Russian nesting doll. Remarkably, Russia's sparkling wine also outdid all French entries to win the internationally coveted Grand Prix de Champagne.



Palais des Nations along the Seine in 1900 | © BIE

Arts and technology in modern life, 1937: Guernica

World War I and the Great Depression had hindered France's ability to stage international events, and World War II and subsequent technological advancements would soon put paid to them for the best part of a century, but Paris' final World Fair of 1937 still attracted over 30 million people. The Musée de l'Homme and Palais de Tokyo were both created for the exhibition. The Spanish pavilion – put together despite the nation's ongoing civil war – contained the fair's most valuable creation: Pablo Picasso's Guernica, a brutal depiction of the horrors of war and a cultural touchstone in times of looming conflict.



Pablo Picasso's Guernica at the Exposition Universelle in 1937 | © BIE

2025: Who knows?

The 2025 World Expo will be organized around a central Global Village – the heart of Grand Paris – serviced by a new train station and covering an area of between 200,000 and 300,000 square meters. Twelve French cities, including Lille, Strasbourg, and Marseille will be directly linked to the village, and it's expected that the event will attract 40 to 60 million visitors, create 200,000 new jobs, and bring 25 billion euros into the region. As for inventions, we will just have to wait and see what the brilliant minds in every nation can come up with between now and then.



Le Globe de l'Expo universelle – Vue intérieure 1 | © Sensual City Studio

Finis

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

Our first coffee morning was held at West Eighty One on the Esplanade in Williamstown.

Some nine members attended in what initially was an overcast and not promising day, but turned into a pleasant sunny experience for all.

The coffee was great, the nibbles equally as good; and the company even better.

The intention is to rotate these mornings in different locations around the bay, in order to give members who may live some distance away from the club-rooms; the opportunity to meet up with members they normally never get to see.



As I was leaving to come home, I just followed my nose rather than the GPS, and came across the Botanic Gardens at the corner of Giffard St & Osborne Street Williamstown. I decided to walk through these beautifully kept and maintained gardens, which proved to be a very delightful conclusion to our first coffee morning. I do recommend them. Ed.



The CCCV Newsletter

A Taste of France



Our event for April was the Taste of France. This was an adjunct to the annual “Pets in the Park” held at Central Park Malvern.

There were too many

marquees concerning pets to mention, a few food vans, mini golf, a spinning wheel and a bouncing castle. Other than the French cars on display, many of which were from CCCV members, there was an absence of French food or other goodies. It didn't quite have the French flavour we were expecting.



Peter Monloney's 1911 Renault—The star of the show.



Wolfgang in charge of Club Shop and our stand.

Other than that, the day reached about 27°C, was sunny and made for a lovely experience for the many thousands who attended, most of whom brought their dogs along for the event.



Images:

LHC: Brian James RHC: Tom Gruzca

JAMIESON AUT

Jamieson prides itself on the quality of its events. Whether it's the Australia Day celebrations by the river, the moving Anzac Day march, the fun of the Autumn Festival or the High Country Rod Muster, the character of the Australian bush town is epitomised by Jamieson. Locals and visitors are welcome at all community events.

A very limited number (4) of CCCV members attended this event. Our cars were two 2CV's, one black DS ute, and a red C4 Coupe.

It was an option for those who were not going to Citin in Western Australia.

Jamieson is well known for its variety of native and foreign trees and for the vivid colours in its streets in Autumn. The Jamieson Autumn Festival not only showcases the natural beauty, but also the range of skills and talents within and around this little town.

Now in its sixth year, the 2019 Autumn Festival was held on Saturday 13 April. There were displays and workshops in fine art, pottery, blacksmithing and gold panning. We could listen to musicians and singers about the town. Watch the quirky vehicles parading in the street. Two very entertaining highlights were the gold nugget throwing competition and the hay bale race.

There were also some more leisurely activities on Sunday morning for those staying over, in particular a guided walk among the historic trees of Jamieson.



A reproduction of the original.



Three CCCV members cars, parked French style.



Just one of the bands and singing groups



French crepes. Delicious.

AUTUMN FESTIVAL



Various blacksmith activities.



Jamieson's first Fire truck.



Swiss Pinzgauer six wheel drive truck.



We were a little early for the Autumn colours as they were just starting to turn.

The caravan park and cabins were superb. Very spacious grounds right on the river with many areas available for children to play.

Our cabin featured a full stove and top, microwave, electric jug and toaster; with all cooking utensils and sleeping for four. Ed.

The real Tony Stark: How French electrician stranded in Moroccan desert rebuilt his wrecked car as a motorbike and drove back to civilisation

By Chris Parsons

- Emile Leray broke his Citroen in Moroccan desert 20 miles from nearest village
 - He engineered own rescue by rebuilding the damaged car into a motorbike
 - His hastily-made vehicle included the car's bumper as a seat
- He put car's engine and gearbox in middle of vehicle and shortened chassis in rebuilding job which took 12 days

When Frenchman Emile Leray became stranded in a Moroccan desert with a badly damaged car, his ordeal was one which would have left most men helpless and desperate.

But after his Citroen car ground to a halt, the enterprising electrician would not be denied in his quest to find his way back to civilisation.

His amazing escape from the barren terrain saw Mr Leray singlehandedly rebuild his Citroen into a makeshift motorbike, in a dramatic escape which has seen him dubbed the most 'extreme' mechanic in the world.



© Emile Leray / Ploz Productions
Stranded: Mr Leray had found himself 20 miles from the nearest village, but slept under his car's body while converting the rest of the vehicle into a motorbike

His ingenious engineering saw him convert the car's rear bumper into a rudimentary seat, shorten the chassis, and place the engine and gearbox in the middle to create a vehicle which somehow kept going long enough to transport him to safety.

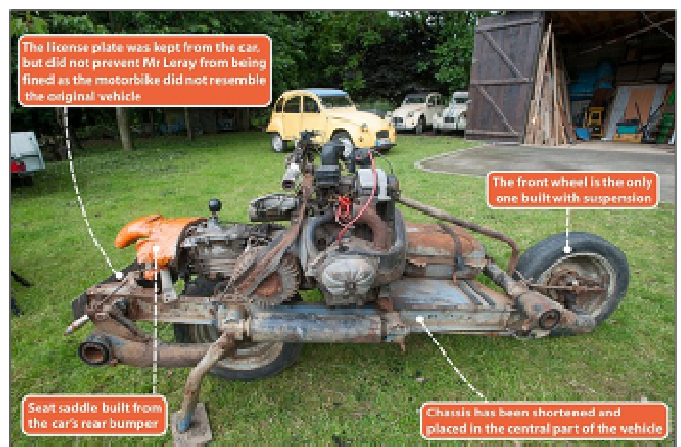
The 43-year-old had been driving his Citroen 2CV across the desert from the Moroccan city of Tan-Tan. However, along the way he was stopped at a military outpost and was informed that he couldn't go any further.



© Emile Leray / Ploz Productions
Finished product: His amazing makeshift motorbike made from the car's remaining parts allowed Mr Leray to travel to civilisation, where he was rescued by police

Faced with prospect of returning to Tan Tan, Emile decided instead to go off road to navigate around the restricted area.

Unfortunately the rocky and bumpy terrain soon caused problems and he lost control of his car before crashing into a rock.



The impact caused the Citroen's swing arm and wheel axle to snap - leaving the car undriveable.

With the nearest village at least 20 miles away, Emile didn't feel he would be able to make it on foot.

Luckily, he had a small cache of supplies, water for several days and a few tools, including a hacksaw.

After considering his options, Emile decided that his best course of action was to use parts from his car to create a makeshift motorbike.

'I put myself in what one calls survival mode. I could not have gone back on foot - it was too far.'



© Emile Leray / Rex Features
Recovery: Mr Leray's amazing extreme mechanic story happened in 1993, but has only just come to light

Mr Leray told the Sunday Times: 'I wanted to do it off road because I had travelled round Africa about 10 times, so I knew the region well and therefore had no concerns.

'I decided to do it in a 2CV because, although it is not a 4x4, it is tough. In Africa they call it the 'Steel Camel' because it goes everywhere — provided you drive it gently. One must not be rough.

'I obviously was too rough because I broke it.

'I could not have gone back on foot — it was too far. I put myself in what one calls survival mode. I ate less; I monitored my supplies of water and of food to make them last as long as possible.'

He had thought that it would take him just a few days to construct the motorcycle, but in the end it took 12.

He started by removing the Citroen's body, which he then used as a shelter to sleep under.

To build the bike he shortened the car's chassis before reattaching the axles and two of the wheels, as well as installing the engine and gearbox in the middle.

Eventually, however, it was complete and, with just half a litre of water left, Emile started his ride back to civilisation.

The going was easy and he regularly fell off the seat, which was made from part of the car's rear bumper. After a day of riding Emile was picked up by the Moroccan police who drove him to the nearest village.

They also handed him a hefty fine because the registration documents for his car no longer corresponded to what he was driving.

Emile's extraordinary tale has only just come to light after appearing on the internet and quickly going viral.

Although his story appeared in brief on French television in the 1990s, Mr Leray did not publicise his exploits, and they only recently emerged again after appearing on a motoring website.

Mr Leray, now 62 and living in northwest France, has been likened to action hero Tony Stark and his superhero Iron Man, who was known for his ingenious engineering ability.



© Alastair Miller / Rex Features

Preserved: Mr Leray, now 62, has kept the motorbike as a memento of his incredible escape from the Moroccan desert

Vietnam: Saigon city tour in a French open-topped Citroen 2CV

Sue Williams



Too faint-hearted for a tour of Saigon, with its teeming traffic, on the back of a motorbike or scooter? But does a minibus or taxi tour of Vietnam's largest city feel just a touch too tame, even lame?

Finally, there's a neat and stylish compromise: a tour in a genuine French open-topped Citroen 2CV or its Vietnamese cousin, the La Dalat, designed by Citroen, using its own spare parts, and manufactured in Saigon in the 1970s.

It's a car, so you feel you have some protection from other vehicles. But then again, in an open-topped vehicle, you're a part of that maelstrom too, rather than an isolated observer staring at it through a window.

"It appeals to a lot of visitors," says our guide Miss Ha who takes it in turns to ride with each couple in our group of four divided between the two vehicles, each with its own driver. "They find it is very different."

It certainly is. It's fun, it's quirky and even most locals perform a double-take when they see – and hear – you roar up with that familiar "two steam-horses" clatter.

The 2CV is a pillar-box-red blast from the past and brings smiles to the faces of scooter riders who laugh and wave. The bright yellow La Dalat is a similar crowd-pleaser and, with such a warm welcome from locals, turns every passenger into an instant celebrity.

For our morning tour, having been to Saigon before, we opt for the less well-known attractions, starting with the Pont Des Messageries Maritimes, better known as the Rainbow Bridge – Gustave Eiffel's only major surviving work in Vietnam.

Built in 1882, seven years before his Paris tower, the 370-metre single span, wrought-iron arch bridge was refur-

bished in 2010 and is a popular spot for filmmakers and wedding photographers.

From there, we drive on to Hoang Sa, an area centred on a restored canal, overlooked by colourful cafes and restaurants. As locals chatter noisily in the doorways of the little shops, you feel part of street life as you cruise along.

Our next stop is the massive 6000-square-metre Vinh Nghiem pagoda. With a series of altars and golden Buddhas over two floors amid a riot of fresh flowers, and offerings of fruit, vegetables and chocolate biscuits, it's a strange mix of new and old.

There, saffron-robed monks chant prayers via microphones and huge speakers, and there are flashing, multi-coloured neon signs alongside the images of ancient goddesses.

We take a break for a Vietnamese iced coconut coffee, a delicious confection in a tall glass, at one of the many Cong Caphe cafes in the city, where we're served by young staff in trendy approximations of army green uniforms.

Then, in a local market, we wander through tight aisles of clothes, fresh vegetables and fruit, fish, meat and enough plastic to fill the Mekong River. The French influence is never too far away here either. There are 50 different varieties of snail on sale, Miss Ha tells us helpfully, and the skinned frogs quivering in a bucket are irrefutable, but disturbing, proof they are fresh.

Then we visit Tan Dinh, the stunning Catholic church painted in pale pink, built by the French in 1876, the second largest church in the city behind the Notre Dame Basilica in the centre.

Finally we're delivered for lunch to the funky Propaganda Bistro, with its walls painted with Vietnamese naïf local art, in gorgeous country scenes, in the style of inspirational posters for which the country is famous. Just like our journey to the past in our 2CVs, they are both old and very new as, with heavy hearts, we finally wave a fond farewell to our own glorious time-machines.

TRAVELLER

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 384 877
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.

OOPS!



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

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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



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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
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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

Also available from club shop at club meetings.

PARIS MOTORS

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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
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