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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

November 2017



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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 70.00
Country including printed newsletter	\$ 55.00
Electronic only newsletter for <u>above</u>	\$ 50.00 / \$ 35.00
For 2nd & subsequent members	\$ 15.00

CCCV GENERAL MEETINGS

8.00 PM **3rd** Thursday of the month except Jan. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**..See note below.
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2 - Road Safety (Vehicles) Regulations 2009** (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**..
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

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



Here is a tale from raid 2016. It is one of those stories that you hear around a campfire in the wilderness over a good meal and a good red. I pass it on because it stands as a beautiful example of grace toward those who, unlike the rest of us, are not on first-name terms with every nut and bracket lurking in the bowels of our beloved automobiles.

Our narrator is good friends with a couple. The husband (no names; we must protect those gifted differently from ourselves) was obliged to spend several weeks away from home in the course of his work. He requested that Narrator keep a friendly eye on the home, particularly with respect to the reliability of the daily transport, an ageing Hillman Hunter, as I recall).

On one of Narrator's keep-a-friendly-eye visits, he was told, with some pride, by Spouse (even more no names. I call it pastoral confidentiality) that she had topped up the Hunter with water. Lifting the bonnet and seeing an undisturbed radiator cap, Narrator enquired just where the top-up water went. "There" came the reply. He looked and saw that she was correct. The water level was indeed at the top, shimmering. Just above the choke butterfly.

Narrator, who now becomes our hero. Said gently: "Um, well, the water goes over there but I'll fix it. No problem." He did, too; removing the plugs, blowing the water out, changing the oil, drying

everything and getting the car running sweetly again.

"You won't tell him, will you?" Came the request for relational asylum. "No, I won't." Asylum granted. And he never has been told either. All relationships continue to prosper. That is real friendship.

By the time you read this, our AGM will be over and a new committee in place. Almost all of us you will recognize as continuing in our current roles, except for one. As I have mentioned before, Vice-president Tom Grucza is calling time on a long and valuable period of service to our club. My not-quite-complete records show that Tom was a committeeman from 1998 to 2000, Newsletter editor from 1999 to 2005, president for 2007 & 2008 and Vice-president from 2001 to 2006, only returning for 2014 to 2016 to support a newbie president who needed it. That is a total of sixteen years in club leadership, some of those years in the dual roles of vice-president and editor. In all that time, Tom has shown a wisdom, generosity, energy, pro-activity and creativity that I admire and appreciate. I will miss him in our leadership group, despite the talent that it continues to have.

So from all of us in CCCV, Tom, thank you very, very much.

John Parsons.

FRONT COVER

Winners line up at the annual Citroen Concours event in Como Park during September.

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

DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.

CCCV NEWSLETTER COPY DEADLINE: Sunday night, after the 2nd Wednesday of the month.

NOTICE BOARD

CCCV Website Password Update


To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent you.

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members . CCCV welcomes the following new members to our family: Cheryl Reid, Ruth Spielman. 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		2017	Draft Activities Program	2018
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.				
			Feb 2-4	Venus Bay
			15	Club night
			Mar 30-Apr 2	Citin in Dalby Qld.
Oct	13-15	Motorclassica—Ex/buildings. P-6		
	19	AGM—Club night.		
	22	Up The Creek Workshop Castlemaine		
Nov	16	Club night Buy—Swap—Sell		
	19	Rob Roy Hill Climb (See page 23)	<input type="checkbox"/>	For more details on club events contact
	24-26	Geelong Revival	<input type="checkbox"/>	Ian Downie on 0452 411 104
Dec	10	Christmas BBQ 12.00—4.00pm		
		Frog Hollow Reserve Rooms		
		Fordham Ave. Camberwell See next page.		
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. Denotes a Non CCV sponsored event.				
				
ROB ROY HILL CLIMB—SUNDAY 19 NOVEMBER 2017				

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 & late 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	Graeme McDonald	9781 1649			

Forthcoming Club Events

Club Night Thursday 16th November

BUY—SWAP—SELL



This is the perfect opportunity to trade parts with other club members and maybe find that special piece you have been looking for. It's also a great opportunity for technical talk. Doors open at 7.00 pm for set up. Parts must be clean of course, and preferably labelled. We need to leave the display tables clean so bring covers if necessary

If larger items are to be brought they can be placed on the floor downstairs or outside. Alternatively advertise them for free on the club website. This is not a garage sale so please keep quantities sensible.

We will interrupt proceedings briefly to update you on club matters and events.

November 24-26 Fri—Sat

GEELONG REVIVAL



MOTORING FESTIVAL
WATERFRONT GEELONG, VICTORIA
WWW.GEELONGREVIVAL.COM.AU

Event Schedule

Friday 24th November	()	5PM to 10PM
Saturday 25th November	()	10AM to 5PM
Sunday 26th November	()	9AM to 5PM

FULL DETAILS IN THE OCTOBER NEWSLETTER

CCOCA/CCCV Christmas BBQ



- WHEN:** Sunday 10 December 2017
- TIME:** 12.00pm – 4.00pm
- WHERE:** Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, B3
- COST:** All food including meats, salads, condiments and bread will be supplied by your Club and cooked for your convenience by celebrated CCCV Chef, Peter Moloney.
- BRING:** Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.
- BOOKINGS:** Essential
- RSVP:** Monday 4 December
Lee Dennes 0438 286 181
activities@citroenclassic.org.au

“Some people grumble that roses have thorns; I am grateful that thorns have roses.” —

Alphonse Karr, 19th-century French critic, journalist and novelist.

Concours!

2017 Winners



- L. Traction Avant: George Arandjelovic, 1954 English L15.
(A newly-completed restoration by George of the car owned by Heather Greaves from 1965 until about 2015).
- M. Deux Chevaux: Robyn Barlow, 1959 2CV.
- R. D-series: Ferdi Saliba, 1962 ID19.



- L. GS/CX: Andrew Smith, 1977 GS.
- M. Modern: John Fedorko, 2007 C6.
- R. Popular choice (by vote): David Rogers, 1974 DS23.

Presidents award (chosen by Kaye and John Parsons but excluding at the request of the organizers other category winners): Ramon Mocellin, 1974 DS23.—see middle pages.



This event was only possible because of our generous sponsors. Please support them.



<https://www.shannons.com.au>

www.nulon.com.au/Oils

<https://alanmancecitroen.com.au>

www.bowdensown.com.au

<https://www.123ignition.com.au>

www.howardinstruments.com.au

nostalgicwireless.com.au

www.rustoleum.com.au

www.tyreplus.com.au

No Cost Options

- 17" diamond cut CROSS BLACK alloy wheels
- Body-colour roof
- Bi-tone Opal White roof (not available with Polar White)
- Bi-tone Sport Red roof (not available with Ruby Red)

All-New Citroën C3

As unique as you are



The New C3 is powered by the efficient and economical latest-generation PureTech turbo petrol engine. This engine, which features Stop & Start technology and is combined with the new EAT6 6 speed automatic gearbox, has won International Engine of the Year in its class (1.0 – 1.4l) in 2015, 2016 and 2017.

The engine has 81kW power and 205Nm torque, and produces combined fuel consumption* of 4.9l/100km and CO₂ emissions of 110g/km.



- 81kW PureTech turbo petrol S&S with EAT6 6 speed auto
- 17" diamond cut CROSS alloy wheels
- 7" capacitive touch screen
- DAB radio
- Mirror Screen (Apple CarPlay™, Android Auto® and MirrorLink®)
- Bluetooth™ + USB
- Lane departure warning system
- Speed sign recognition and recommendation
- Coffee break alert
- Reversing camera
- Rear parking sensors
- Bi-tone Onyx Black Roof (not available with Perla Nera Black)
- Airbump®
- Grey Mica cloth interior atmosphere

Really old car sold for \$4.5 million



Look at the photos and read the narrative.

Astounding.

Oldest Running Car Fetches \$4.62M

October 10th, 2011

This is the oldest motor vehicle car in the world that still runs. It was built one year before Karl Benz and Gottlieb Daimler invented the internal combustion engine.

The world's oldest running motor vehicle has been sold at auction for an astonishing \$4.62 million (R36.5-million), more than double the pre-sale estimate, as two bidders chased the price up in a three-minute bidding war.

The 1884 De Dion Bouton et Trepardoux Dos-a-Dos Steam Runabout drew a standing ovation as it was 'driven up onto the stage' at Friday's RM Auction in Hershey, Pennsylvania - to prove that this 127-year-old car really does run! - and attracted a starting bid of \$500 000, which was immediately doubled to \$1 million. Encouraged by the applauding crowd, the bidding went swiftly up to \$4.2 million (R33 million) - 4.62 million (R36.5 million) including the 10 per cent commission - before the car was knocked down to a unnamed buyer.

The Dos-a-Dos (Back-to-Back) Steam Runabout was built in 1884 by George Bouton and Charles-Armand Trepardoux for French entrepreneur Count de Dion, who named it 'La Marquise' after his mother.

In 1887, with De Dion at the tiller, it won the world's first ever motor race (it was the only entrant to make the start line!) covering the 32km from the Pont de Neuilly in Paris to Versailles and back in one hour and 14 minutes (an average of 25.9km/h) and, according to contemporary reports, hitting a breathtaking 60km/h on the straights.

La Marquise has only had four owners, remaining in one family for 81 years, and has been restored twice, once by the Doriol family and again by British collector Tom Moore in the early 1990's. Since then, it has taken part in four London-to-Brighton runs and collected a double gold at the 1997 Pebble Beach 'd'Elegance in California'.





Article supplied by Fred Greenway. CCCV member

Count de Dion winning the first ever motor race.

A Band of Brothers (well, two brothers)

We're Will (21), and Tom (18) Bibb. Two brothers with a thirst for adventure. Over the course of 2016/17, we're aiming to complete a three-legged circumnavigation of the globe. Supported along the way by Citroen and BP who are helping fuel our journey, our first leg from London - Tokyo begins on Tuesday 9th August.

Disaster on the road to Russia

Often it's the rear wheels that get clobbered – as you swerve to miss the next crater. A buckled wheel generates a small, but constant vibration which, along with the occasional heavy impact has, unbeknown to us, started to crack one of our rear suspension arms. Over the day the cracks must have been extending and finally a pothole completes the job. The suspension arm finally fractures and bends. Only a sliver of the metal tube retains the wheel, which is pointing 20 degrees to the right.



The full implications begin to dawn. We are 100kms from the nearest town. Probably the arm is beyond repair. As we take this in, at the side of the arrow straight road, a van draws up. They understand the only hope is a super-skillful welder. They say we might find one in a village 22kms away. We drive at walking pace. Tom stands on the bumper up front to take the weight off the rear. It doesn't really help. The rear wheel is soon further out of line, and as crawl forward we can feel every bump further stressing what little metal is holding the wheel on. The tyre wall is now rubbing on the bump stop. Five kms from the village the smell of burning rubber fills the air. Inevitably the tyre bursts and the car can

only scrape forward. It's agony to listen. This is surely curtains. It's now pitch dark – there are minimal lights and we begin to doubt the village exists. We walk – it's quicker. A single shop is open. Through our translator app and a few impressions the shop keeper understands we need the local blacksmith. He takes us to meet him. There is never any issue that he will help us. It's business – and here they have to take what comes their way whatever the time of day or night.

After the longest two hours I can recall the car drags itself into his tiny workshop. In second he's into the pit and looking. Earlier he had said repair was possible, but now he can see it up close with the benefit of his inspection lamp. Tom and I look at one another expecting the worst.



But this man – Dandid – keeps obsolete Soviet-made tractors and machinery tickety-boo for a living. The culture here is like that in Cuba; make do and meld over and over. We knew what Dandid needed to do, but doubted it possible. The tube had open up and peeled back. First he heated the sliver of tube that had twisted rather than fractured. When soft, he used a massive lever on the hub to re-align the wheel, closing the opened fracture and tacking it with the welder – a bit like stitching an open flesh wound. But this is what he does; routine to him!

Seventy minutes later, Daniel is wearing a smile of satisfaction. He knows full well he has performed a miracle and what it means to us. He appreciates that we were lucky to find the only man in several hundred square miles that could perform this surgery. 'Insha

On the translator he writes 'god willed our meeting'. We sleep in his yard. He wakes us when he rises – at 05:30!

Emotional Roller coaster

Morale should be high, but the appalling roads stretch out ahead. Also the land is so barren and this is the first grey day since leaving Russia. It struggles to 26° C, at least ten degrees cooler than we have been averaging, but there's a strong sharp wind cutting across the steppe. For the first time in ages we are cold.

Why ever did the Tzars seek to expand the Russian Empire this far south? Probably they wanted to match their British cousins. Possibly they felt the land would act as a buffer against invasion, but... Most likely they took it because it was contiguous and because they could – even if it spelt only trouble.

A bigger question should be asked of the Soviets. How did they ever believe they could control this barren and foreign land. What was in it for them? The Tzars bought the railways, the Soviets gas and electricity. The cost and resources to achieve this would far have outweighed any material benefit.

Today, the whole country is littered with corroding metal and crumbling concrete. The blight has to be seen to be believed – in fact it's the same largely throughout Russia itself. In towns and cities apartment blocks serve as homes that the west wouldn't utilize for prison inmates. Factory buildings are deserted and toppling down, while in the countryside huge Stalingrad-esque grain silos are derelict. As you drive through this dystopian nightmare, witnessing the hopelessness of so many people in the towns and villages, it eats away on one's soul.

The car takes a continual battering from the depleted road surface and we reflect on the chances of us meeting with another bloke like Dandid. We fear next time – which could be any moment – our trip will be at an end.

We need fuel but have no Tenga left after paying for the repairs (£43). There is no chance of any filling station taking a credit card this far into the sticks, and they're afraid to take US dollars. Our only hope is that we can convince someone to accept Russian roubles.

At first the lone attendant knows only the word 'nyet'. Through the tiny window it's difficult to gauge his age. He could be 17 or 27. His unmade bed is visible behind his desk. He lives here in the

kiosk! This is his home.

The idea presented of accepting roubles is not thrown out (we are 600kms from the Russian and 50kms from the Chinese border respectively). He taps into his third-age-sized calculator that has long lost its digits through years of use. The figure 4 keeps coming up. The official Tenga-Rouble rate is five-point-something. He is willing to accept four. Fine by me! A 20 per-cent profit to the man that can keep us fueled and on our way works for me.

The fuel goes in, but stops halfway. The pump is knackered. The attendant lurches out of his kiosk to help. He has a severe limp and is quite handicapped. The solution is to take 80 octane from the adjacent pump, instead of the 92 we'd paid for. He pokes at his calculator again. He says we should have an extra 6-litres (because it's cheaper).

This chap had no need to accept roubles and without that we'd be completely screwed. Minutes earlier in our desperation voices were raised. I feel terrible that I should have been so wound up with the importance of our trip; with our own importance. It's possibly the days of tension, but I am suddenly ashamed and almost overcome by this man's integrity and helpfulness. I would have been happy had he taken the \$50 bill we flashed. He didn't. I gave him a fistful of roubles instead. It won't change his life. What can? He accepted with grace. I said goodbye in Russian. He said thank you in English. I was on the edge of tears. If there's one thing I learn from all this, it must be the unfair level of expectations among the world's peoples.

Western Kazakhstan

The road to Shimkent is being completely rebuilt as a motorway. We zigzag from un-made carriage way to carriageway in the dark. Our lights blaze against the blinding dust cloud. Still locals overtake – in coaches and trucks and big Audis. It's really scary. The worst driving we have witnessed so far.

A surprisingly good internet connection at the hotel in Shimkent caused us to take a day off to catch up after our dash from Samarkand. We had lunch at a bar on one of the town's main boulevards. We were surprised that the prices were as high as three-quarters what one would pay in the UK.

The word boulevard creates the wrong impression. Yes, the street is wide and tree-lined. Cool shops and bars lie behind the pavements – but so do the sort of discount stores you might find in run down British towns.

When you take a closer look, the new stores are in front of and often extend back into the ground floors of the ubiquitous, crumbling Soviet apartment blocks. These are hidden behind the trees.

So much in Russia is a fragile gloss. Hotel rooms look trendy. Our suite in Shimkent was fit for a gangster with a huge king-sized bed and big TV screens. Again, look more closely and things are broken, or never properly installed in the first place. No one seems to sign off on tradesmen's work. The washbasin wobbled and the shower squirted on one's body and on to the floor simultaneously. Everything is shoddy.

The night receptionist highlighted that we'd get the room for 22 hours, meaning we had to check out by 20:00 the following evening. The signs were there, but it wasn't until the next morning that we figured this was the kind of hotel where the beds are rarely slept in, if you know what we mean. We were later informed by a drunk American that Shimkent is in fact the Mobster capital of all the 'Stans. Hardly surprising from what we saw.



California Dreaming

The road to Almaty, Kazakhstan's capital, is quite different. Firstly it's smooth. Importantly the scenery is outstanding. For most of the way the road tracks parallel with the mountains that form the border with Kyrgyzstan. The landscape is not unlike parts of Southern California; green hillocks with outcrops of sturdy hardwoods. The mountains here provide a constant source of water, which means the many agricultural villages along the route are relatively affluent, far more so than neighbouring Uzbekistan.

And, there are fuel stations – with fuel to sell and which can be bought with a card. It's a full day's drive and we arrive in Almaty at dusk and see little of its suburbs and industrial side.

It's busy as people head home. Here Chevrolets remain popular, but there's no restriction and large SUVs abound. The closer to the capital, the faster everyone drives and the bigger and flashier the vehicles become. Several Hummers passed by and the odd white Essex-style extended limo. LA here we come.

Traffic lights and roundabouts with odd priorities add to the excitement, but there is one terrifying aspect. Here all those without their own vehicles use their thumb. They leave the office, walk to the roadside – well maintained and tree-lined – and thumb a lift. It's Uber, pre-Uber. Those without the bigger cars regard this proposition as a way of subsidizing the already dirt-cheap petrol. The scary bit is that drivers slow when diving for the hard shoulder and then pull out, once their passenger is aboard, with little or no warning. In traffic you just can't see what is happening several cars ahead. Cars swerve everywhere in avoidance. Throw in a bit of crazed overtaking and it's hell on earth. London, Paris? Piece of cake.

Almaty

Without internet connection Maps.me guide us to a downtown hotel. It's expensive but the immediate locality is outstanding. Nearby shopping malls make Westfield look ordinary. As we search to replace our defunct month-old SONY Handycam, a miniature London bus passes by, a mother and child riding on the top deck. There's even a Starbucks. After a month on the road, heaven is close.

From the balcony the mountains that dominate the city are glorious. If it wasn't for the Soviet style writing atop the office block opposite, we could be by Lake Geneva. That said the new office and apartment blocks are as ritzy as it gets, more Vegas than anything, with a plethora of different coloured glass and cladding. Whether it all falls apart and deteriorates as fast as so much else in this part of the world, time will tell. It is a danger, given the speed at which this city is Westernising and beauty may indeed be but skin deep. One thing strikes us time over. The women here are beautiful. There's a clear oriental influence in the cheekbones but eyes are more round.



Many girls use mascara in an Arabian manner emphasizing this, think Amy Winehouse mixed with a Cara Delaveigne. KFC and western catering has arrived, but the girls aren't wearing it on their waist and hips just yet.

As in Russia, they also dress to impress. Elegance rather than grunge is tops. Most of all, their grasp of English and their outward perspective is frightening. For all the poverty throughout Kazakhstan, the universities here and in Russia – the rest of the world too, for that matter – are pouring out impressive individuals. The west needs to take notice. As a student in the UK, I now understand the impact of the world's wealth migrating east. A 2.2 in a soft subject just won't cut it.

We depart again at dusk and drive west for three hours. We find a place to camp where the road begins to twist. We awake in the midst of a deep valley surrounded by hills that we had absolutely no idea had existed the night before.



Chinese Turkestan

We have entered what was once known as Chinese Turkestan. Not a country, just a huge tract of largely uninhabited land, through which various valleys the Silk Road traders passed from China towards Turkey. Camel trains have passed this way for the past five-six thousand years.

North of the high Pamirs (modern day Kyrgyzstan), south of the Tien Shan, the east-west orientation of the valleys here, lead into China's Xinjiang Province north of the fearsome Taklamakan Desert.



Today, there is essentially two routes into China. Kyrgyzstan's Pamir Highway to the south – and the Taklamakan – and this way to Uruchi. Predictably new roads are going in under Chinese supervision. This is the new gateway to China, or rather a modern backdoor through which China sends goods west by train and truck.

The new roads through Kazakhstan – paid for by the Chinese to benefit the Chinese – will be life changing for many people in north of the capital, Amaty. Farms will be able to get food to markets and the currently huge gulf between life-chances in the capital and those living land no more than one-two hundred miles north will shrink.

Still heading east, we are seeking the famous Shonzy Gorge, which bisects a relatively flat plateau within sight of the hills that mark the Chinese border. Unfortunately the roads are dreadful. Potholes simply cannot be avoided and we wreck two more wheels. Almost every wheel is now damaged and repairs are vital. We see a sign to the gorge but we need to reach the only town without further delay. We give the gorge a miss. The land is also so barren that morale sinks. Again we realize that the border exists here, simply because no one wanted to settle here.



The town of Shonzy hasn't actually managed to develop any value from the tourists seeking to visit the gorge, or the national park to the north. People here don't get tourism. They clearly don't do holidays; life has no such luxuries.

In the town we find a wheel and tyre repair specialist straight away. Within a minute the wheels are off the car and the tyres off the rims. The hammering begins. As ever, there's the boss man and there's a group of volunteers hoping that the business will need their help. They seem to fight for the boss' nod.

This is a very, very, long blog and is to be continued. Members can find it on the following link. Ed.

<http://tomandwilladventure.tumblr.com/>

Concours!

2017



Bugatti.

Presidents Award presented by
Kay Belcourt to Ramon Mocellin
for his 1974 DS23

During the day, we were surprised by the arrival of a large collection
of motorcycles whose riders were on a combined run to raise money
and awareness for Prostate Cancer.



Ian Downie's DS open for inspection.

FRENCH CAR FESTIVAL



The couple with the
plums & custard Dolly
are Alan and Irene
Read. See page 20



Robert Belcourt's DS



Geoff Webber's Ds5

This Suzuki-Based Mercedes-Benz G63 AMG 6×6 Clone Costs Less Than \$9,000

A team of students made this Suzuki Jimny look a million bucks.

By Danny Choy June 28, 2017

THE DRIVE



It certainly looks like a Mercedes-Benz G63 AMG 6x6 and it walks like a G63 AMG 6x6, but let's cut to the chase—no one would sell a G63 AMG 6x6 for less than half a million dollars, let alone just \$9,000. What's going on here?

From the land of Toyota MR-2-based Ferrari kit cars and this weird thing comes an interesting Mercedes-Benz kit car based on the beloved JA11 Suzuki Jimny Kei truck, designed and built by the talented students of the Nihon Automotive Technology School (NATS).

The school enrolls approximately 750 students in four unique courses. The first is the Maintenance Course, which is a two-year program that prepares students for the national exam required to become a Class 2 mechanic. Next, students can continue their education with three advanced courses: Customization, Motorsports, and Research. And to showcase the school's customization program, 15 students formed a team to tackle an ambitious project build to display at the Tokyo Auto Salon. The idea was to make a miniature 6x6 that would better suit the narrow streets of Japan, yet still retain the level of road presence. And how big was the budget for this ambitious project? A grand total of 1 million yen—or just \$8,900 USD.

The greatest changes are obviously done to the exterior. The students essentially brought in two Suzuki Jimny donors to begin the transformation, chopping the rears and increasing the length of the frame to accommodate the addition of an extra rear axle. Next, the grille, emblem, LED lights, tail lights, and bumper are all real parts. Of course, the bumper for the G63 is much wider, which means the students had to chop it up and re-fiberglass it to Jimny spec. The bed of the mini-6x6 is also custom made, featuring a one-of-a-kind tailgate as well as an airbrush paint job on the bed to mimic the wood finish found in the real Mercedes truck. However, the power train underneath this project is still stock, untouched Suzuki and left (therefore, 6x4 would be the more accurate designation).

Regardless, the fabrication is amazing and is a really earnest interpretation of the real thing. I, for one, would be really stoked to rock this as a daily road warrior. What about you?

<http://www.thedrive.com/tuned-af/11872/this-suzuki-based-mercedes-benz-g63-amg-6x6-clone-costs-less-than-9000>

The car that made history gets it easy this time.

Hardly an eye was turned as a tiny yellow-painted two-seater crossed Sydney Harbour Bridge at the head of a procession of strange-looking cars.

It was belting down with rain, and Sydneysiders were even more intent than usual on getting somewhere in a hurry.

Little did they realise that this was the most famous car in Australia - the first one to travel all around the continent, from Perth and back again, in 1925.

Even today, with reasonably good roads all the way, few Australians have done the "19,000-km (12,000-mile) journey. Sixty-three years ago, it was an epic achievement, like sailing around the world single-handed or climbing Mount Everest.

What could Ron Westwood have been thinking at the wheel of the restored 1923 5CV (5 horsepower) Citroen as it crossed the bridge? Behind him were 27 younger Citroens, variations of that odd-looking 2CV which has been built in France for the past 40 years. [CV stands for *chevaux* - horses.]

For them, Sydney was the end of a 2CV rally which is held somewhere different in the world every four years. There was no contest for the honour of leading the parade. It had to be the historic two-seater, and whom else to drive it but the son of Neville Westwood; who made that 1925 journey?

Neville and his friend, Greg Davies, had no intention of creating a record when they left Perth on August 4, 1925, and headed north up the inland "Madman's Track," which everyone told them was impassable for a car. As two young Seventh Day Adventist missionaries, their aim was to discover what kind of medical assistance was needed by Aborigines in the remote areas of Western Australia.

All the more remarkable was that the car was second-hand, with 48,000km on the clock, and had been given no special preparation for the test that lay ahead, apart from extra wheels and tyres.

Bumping up the rough pioneers' route towards Meekatharra, the first problem they encountered was that the car's tracks were narrower than those of horse-drawn and oxen-powered carts. You can imagine the pounding the tiny two-seater received. In places the track petered out and they got lost. They negotiated huge sand hills which only a four-wheel-drive vehicle would tackle today.

At Broome (2,400km from Perth) in the tropical north, they learned that no car had ever come that far from Perth before. They decided to keep going. Bridges were virtually non-existent, but they crossed river after river without

assistance, including the Fitzroy twice. The third time, at Fitzroy Crossing, the local police constable persuaded the local Aborigines to pull the car across.

Isolated cattlemen in the Northern Territory and central Queensland were amazed to see the little Citroen drop in from nowhere. Nobody was more amazed than Neville and Greg that they had got that far. After running out of patches for their inner tubes, they filled flat tyres with spinifex grass, then fresh cow hides, till they reached the next settlement and found some motorcycle inner tubes.

Repairs were done at the local blacksmith's. Gearbox pinions were dressed by hand. One made at a cattle station was so expertly done that it is still in the car today — and working.

On to Brisbane, Sydney and Melbourne. Even on the populated east coast the roads were largely unmade and bridges few and far between. West through Adelaide, across the arid never-ending Nullarbor Plain, and home to Perth. The journey had taken 18 weeks.

After his father's death, Ron Westwood restored the historic 5CV, which was fully licensed for the road until last year. Now it has a concessional licence for Citroen Club events.

Ron accompanied the Perth-to-Sydney 2CV Citroen rally in a support vehicle. His beloved baby crossed the continent the easy way this time — in a 20ft railway container, courtesy of Grace International Removals.

The rally included 11 couples who had brought their cars from Europe and New Zealand for this official Bicentennial event.

Their route, though not quite so hazardous as Neville's and Greg's, was an adventure, nevertheless. The little Citroens, up to 23 years old, crossed the unmade "Gunbarrel Highway" to reach Ayers Rock, then visited Alice Springs, Adelaide and Melbourne before arriving in Sydney.

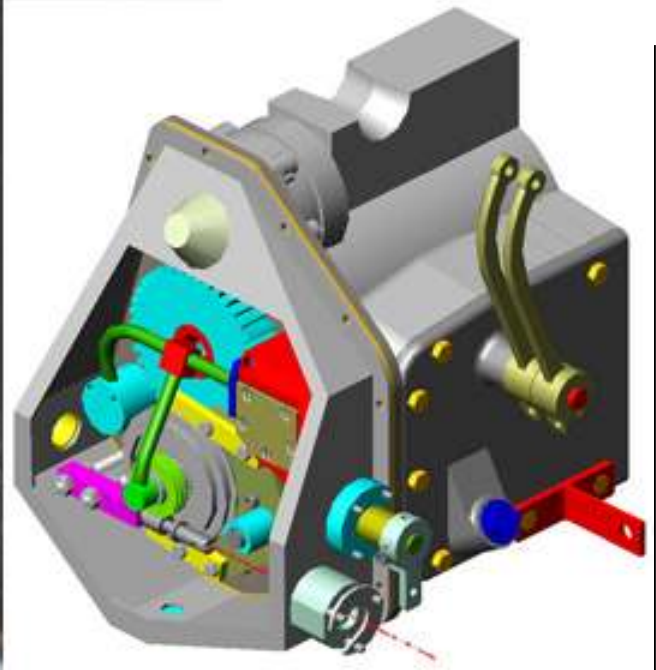


The Citroen 5CV driven by Neville Westwood was the first car to circumnavigate Australia in 1925.

Article supplied by Randall (CCCV Member) who reprinted this from "The Gracevine", a newsletter of the Grace Removals Group. July 1988

Progress Report on Traction Avant 15/6

4-speed Gearbox



Pierre Duperray sent us an update on the 4 speed prototype for the Traction 15/6 that has been rolling since the beginning of the year. Now it has almost 4,000 kms of practical testing in an actual car and is proving quite satisfactory.

You can watch a video of it in action here: <https://www.youtube.com/watch?v=IW9xLo1VURw>

The timeframe for development has been much longer than Pierre anticipated, but he has achieved his desired goal. He says he will put initial units into production at the beginning of 2018. The price will be around 4500 €. Although somewhat higher in cost than originally planned, it is not possible to have a lower price. The price of the gears and alignment parts alone in the unit is 2300 €. To keep the 4500 € overall cost Pierre has managed to make the selector and the other parts of the gearbox as simple as possible using readily accessible parts.

If you would like to purchase the modification unit contact Pierre at duperray.pa@orange.fr.



You can read more about Pierre's 4-speed modification for the Traction 15/6 here: <https://citroenvie.com/four-speed-gearbox-option-for-6-cylinder-tractions/>

and here: <https://citroenvie.com/update-on-4-speed-gearbox-development-for-traction-15-6/>

<https://citroenvie.com/progress-report-on-traction-avant-156-4-speed-gearbox/>



R

AID RECIPES or for Outback Camping.



Bean soup recipe for camping...a meal in a tin (or two)

This quick and easy bean soup recipe will fill you up when you are sitting around the camp fire, a long way from home on your trip around Oz. It goes great with some fresh damper!

It only takes 10 minutes on the heat.

Get your damper on first, so that it will all be ready together.

You'll need:

- A can of three bean mix / white beans / kidney beans
- A tin of diced tomatoes

Approx. 2 cups of water / stock

Optional extras:

- Onion and garlic
- Dried oregano
- Cous cous / risoni
- Leftover mince or sausage

Your last carrot or other veges, diced

Tip!

While you're cooking, you can decide to add more or less water depending on how thick you like your soup.

What to do...

1. In a large pot, fry onion and garlic in a little olive oil for a minute until soft (if using).
2. Add tomatoes, beans (including liquid) and water/stock.
3. Add oregano, meat and veges (if using).
4. Stir over a medium heat until it reaches the boil. Then, add risoni and extra water if using.
5. Turn heat to low and simmer for about 10-15 minutes.
6. Add cous cous if using, and allow to rest for 2 minutes before serving.

Serve with damper.

Beans are a great protein source when you're out of meat.

They're also great because you can carry them dried, which saves even more room and weight. They can be used for so many different meals and flavours.

It's incredible what you can do with a few tins!

Of course, you could just buy a few tins of pre-made soup. The reason I like this bean soup recipe is that you can keep your options open. You never know what you might use the beans for. You are more limited when you buy food that is a single-purpose meal.

Plus it's hardly any more effort!

The easiest flat bread recipe – my camping saviour!

All you need is plain flour, oil and water.

You'll need (approximately):

- 2 cups plain flour
 - 1-2 tablespoons oil
 - 1 tsp salt
- ¾ cup warm water

What to do...

1. Place flour In a bowl, then rub the oil into flour until it resembles breadcrumbs (just like scones with butter).
2. Then, gradually add warm water to the flour mix.
3. As you add a little water with one hand, mix it through the flour with your hand.
4. Keep slowly adding water until you have a sticky dough. You'll roughly use about ¾ cup.
5. Once the dough starts getting a bit sticky, don't worry – keep kneading it for a while and it will become soft and pliable. You've got to commit to a bit of kneading to make a good chapatti. Now you are ready to roll the flat bread out.
6. Break off a bit of dough into a golf ball sized ball (or bigger depending on how big you want your final wrap). Keep the rest of the dough covered until you roll it.
7. Roll each ball out until it's about 2-3 mm thick. It will be about the size of a bread plate. You'll need a bit of extra flour so the dough doesn't stick to the bench or table.
8. To cook the flat bread, you'll need a frying pan or BBQ plate on a medium to high heat. Put your circle of rolled dough in the pan without any oil.
9. Grab a tea towel and gently press down on the bread and turn it at the same time. Keep doing this, and as the bread heats you'll find it balloons out a little where you press. So keep turning and pressing until you've pretty much covered the whole surface – 2 or 3 mins.
10. Then, flip the bread over and do the other side – for about half as long. You'll know when they are ready because the bread will brown nicely and get nice and soft. If you cook it too long they will go a bit cardboard stiff – but keep practising and you'll get the hang of it.

<http://www.triparoundoz.com/camping-flat-bread-recipe.html>

This was Dolly Read's first French Car Festival although she and owners Irene & Alan have been CCCV members for 5 years. Dolly was manufactured at Automobiles Citroen, Paris, on 26 January 1987 and, seemingly inevitably, was transported from the UK to Australia in March 1995.

Dolly is a regular visitor to Yarra Valley wineries, the Mornington Peninsula and the Goldfields region, but she's not an off-black girl.

Why a 2CV? Irene owned a black Deux Chevaux when living in London and they both love the quirky, iconic, culture surrounding the Gallic classic and the self-deprecating humour of their owners and admirers.

"Speed kills! Buy a 2CV! Live forever!"



Did you know?

- Citroen officially sold its last car in USA in 1974.
- Dutch company CXAuto imported Citroens to USA beyond 1974 until 1997 by making modifications to comply with regulations.
- In 2016 there were 71,378 C4 Cactus models sold in Europe and 1,780 C-Zero electric Citroens.
- The C3 Cactus, shortly for release in Australia, will feature Citroen's ConnectedCam system, a factory-integrated 'dashcam with a HD camera positioned behind the rear-view mirror.
- Parc André Citroën is located on the site of the former Parisian Citroën factory near Javel Metro on the R Seine. Interestingly, it houses a collection of Australian trees and shrubs.
- The stylish current Citroen double chevron logo was jointly developed by Citroën's Marketing and Styling teams, headed by Jean-Pierre Ploue, and the Landor agency, an international branding and design network.



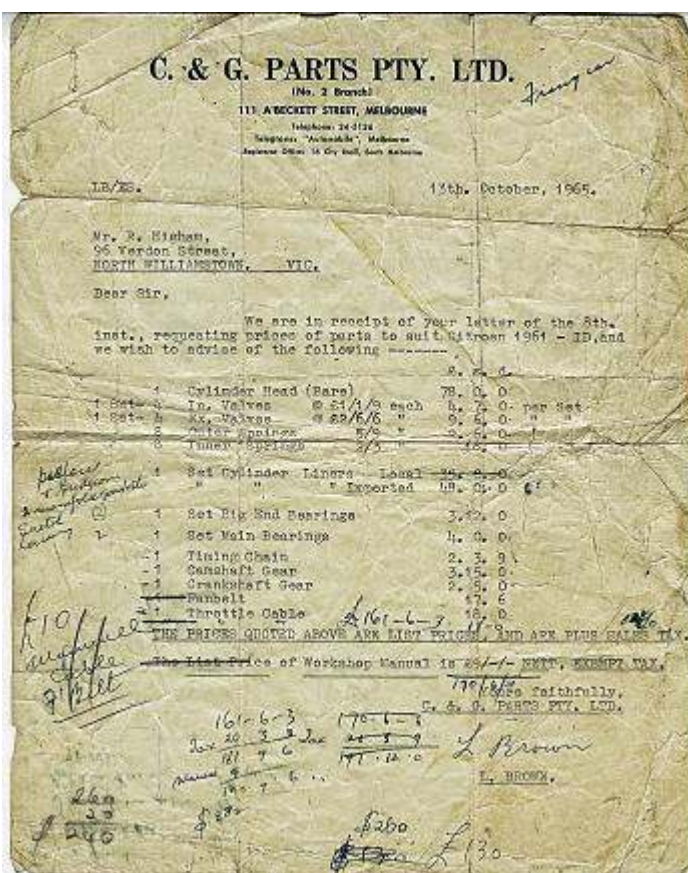
At our September club night, Tony Bishop from **NULON** products, explains various aspects of engine treatments available; and some of the additives involved.

OH!

How prices have changed.

This old motor parts account was given to me by a club member in order to make a comparison with prices today.

Bring back the good old days.



Sales and Wants

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

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

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

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

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PO Box 751
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Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.
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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.

2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595

contact: brian@desktop-eda.com.au for more info and more photos.



1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.

VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622

ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



Sales and Wants

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

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Contact: GARTH CAMPBELL on 0406 427 657 for details.

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For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms. Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file. Belt and water pump change 300 kms ago and all services up to date. New correct Michelin tyres. No structural accident damage. Fussy one owner non smoker owner. 964-965 (Plate not included in sale). VIN: VF7RERHRJ76755371 Can be viewed by appointment in Toorak, South Melbourne and North Coburg. \$7,000 inclusive of R.W.C.

Carl Jones
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Sales and Wants

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We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.

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.



1947 Citroen Light 11BL

05/17

1947 Citroen Light 11BL The car is in good running order and has been re-stored.

The car is located near Bright, Vic. Chassis no: 473345.

Price reduction: now asking \$26,000 ono.
 For further information or photos please call : Kim 0448 081 132



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