



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citroclubvic.org.au

November 2018



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Les Societe de Citroen

Traction rock solid 7500Km Oz Crossing

CITROËN CAR CLUB OF VICTORIA Inc.

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

Meetings are held at 5.00 pm on the **3rd** Thursday of the
month. (Club night) Contact the Secretary for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



I've just come home from Motorclassica. There was a good representation of Citroens entered for the club display. Ten cars, including four third front DSs of which two had *boites de vitesses hydrauliques* and one was a smart red safari. There were three 2CVs, among them my

(sorry, Helen's) plums and custard Dolly and Dave Rogers' raid car. A newly-restored GSA and a C4 VTS completed our group and, for the short time we were manning the display, there was plenty of attention being paid to our cars.

The main interest however was inside where the collection of vintage, veteran and classic cars, bikes and formula racers, together with offerings from all the hypercar manufacturers added up to the most impressive show for several years. Of particular attraction to me were the pre-war sports cars: four elegant Delages, a gloriously in-your-face Auburn roadster, an equally look-at-me 8 cylinder Stutz and a huge and magnificent V16 Cadillac dual cowl phaeton whose mere presence would settle any king-of-the-road debates in seconds.

Yes we know that as far as performance goes, all those old classics could be dragged off by four ladies on their way to bowls in their Camry. So why are buyers paying six and seven figure sums to own cars like the ones I've mentioned? It is one word – character. All of them have it. They ooze it, from the small and dainty chain drive Frazer Nash and the seemingly delicate and beautiful type 35 Bugatti to the bite-your-leg-off Aventador and the cricket pitch long befinned Cadillac Biarritz convertible (“love it, love the optimism”, said Dave) they all represent distinctive and admirable character and that, in a sea of increasingly bland modern commuter tools, is to be celebrated.

FRONT COVER

Bridgewater Lakes Rd. Image: Kay Belcourt

BACK COVER 1925 Citroen in Campe's Auto Museum Hamilton. Image: B. James

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

That's why we go to Motorclassica. Automotive satiation and, for we amateur restorers, inspiration. Just great.

If undeliverable return to:
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Nunawading Victoria 3131
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This is my last president's column and I can't finish up without chiselling in stone my appreciation of the committee men I have been privileged to serve with. Secretary Bruno, treasurer Peter, events coordinator Ian, editor Brian, shop manager Wolf, membership secretary John W, librarian Dave and webmaster Tom have these qualities in common: they tackle their jobs with enthusiasm, competence, a real sense of teamwork and a readiness to do extras. They have made my job as president so much easier and our club so much better because of their attitude and their work. Their value to us is immeasurable. So too was the work done earlier in my presidency by John Fedorko, Salman Chaudhry and Andrew Smith. When he was vice-president, Tom's experience was a huge comfort to me.

The management texts tell us that in voluntary groups (like ours), 80% of the work is done by 20% of the people. That is true but so is something else. It is a generalization, surely, but that 20% benefit more, live larger lives, develop more friendships and have more fun than the rest. It is certainly true for me. Yes there has been a lot of work, but it has been enjoyable because of successful outcomes and friendships built. I feel that I have been fortunate to have had the experience of being president of CCCV and I hope that as you read this our club has a full leadership complement to take us to 2019.

John Parsons.

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: George Varigos, Ian and Mary Hodge. 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 2018

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

Nov 13 **TUESDAY @ 2PM**
Visit to VicRoads Traffic Management Centre (TMC) (p7)
1:45-50PM Meet at VicRoads, 60 Denmarks St, Kew, just south of Kew Junction.
Parking on site will be very limited .

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. ☐

Nov 15 Club night La Bell Epoque
25-26 Geelong Revival ☐

Dec 9 Christmas BBQ.
Frog Hollow Reserve
Fordham Ave Camberwell Melway 60,B3

2019

Jan 20 Great Au Rally-Crudon Farm
Langwarren

Apr 5-16 Teddies Terrific Tour (p 8-9)
Pre- Citin to Katanning WA.

Easter CITIN WA. Bookings now open
page 7

April 22-May 4 Post Citin Tour (p9)
Katanning-Norseman

May 17-19 Historic Winton—Benalla ☐

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 & 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

November 15th Club Night

La Bell Epoque

Speaker– David Clash

Industrial designer and creator of the glorious Devaux Sports Car.



CCOCA/CCCV Christmas BBQ



WHEN: Sunday 9 December 2018

TIME: 12.00pm – 4.00pm

WHERE: Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, B3

COST: All foods including meats, salads, condiments and bread along with an ice-cream for dessert will be supplied and cooked by CCOCA and CCCV.

BRING: Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.

BOOKINGS: Essential

RSVP: Monday 3 December
activities@citroenclassic.org.au

TEDDIES TERRIFIC TOUR

April 5-16 2019

Pages 8-9

CITIN WA EASTER 2019

Page 7

POST CITIN TOUR

APRIL 22– MAY 4

Page 9



ACE is pleased to host its fourth
Easter Cit-in.


The image shows a postage stamp from the United Kingdom. The stamp is divided into two main sections. The top section features a vintage car, likely a Ford Model T, with a driver and a passenger. The car is green and yellow. The background of the stamp is a map of Australia, with the state of Victoria highlighted in red. The text "UNITED KINGDOM" is visible at the top, and "4p" is at the bottom right. The bottom section of the stamp shows a map of Australia with the state of Victoria highlighted in red. The text "UNITED KINGDOM" is visible at the top, and "4p" is at the bottom right.



Monday
Breakfast
Farewells and post Citin run.

A photograph of a vintage 1920s automobile, likely a Ford Model A, displayed in a museum. The car is dark-colored with a light-colored top and is positioned on a dark platform. In the background, a large sign for 'CROEN' is visible, along with other museum exhibits and signage.

A photograph showing a person wearing a hat and a patterned shirt sitting in a field of tall purple flowers. In the background, a blue car is parked on a road, and there are trees and a body of water under a clear sky.



www.citroenwa.org.au

ACE cars. This is Morgan's Disbur.



ACE cars, Elizabeth with Ad's electro-Mondrian 20 and Elizabeth's AK400



The town also has a castle-like structure which was built as a winery. The town's entrance features an antique truck loaded with imitation wool bales, a windmill, and several sculptures of sheep made from corrugated iron.



Registration for Citin 2019 Katanning

Western Australia

Proudly hosted by the Association of Citroën
Enthusiasts of WA Inc. (ACEWA)

Easter 2019 April 19th - 22nd

Registration Fee includes a light meal on Friday night
Lunch and Dinner for both Saturday and Sunday of the weekend
Farewell Breakfast on the Monday morning

FINAL BOOKINGS CLOSE 31st MARCH 2019



Name: _____
Address: _____ State: WA Postcode _____
Phone _____ (Mob): _____
Email: _____ Club: _____

Accompanying Participants

Surname	First name	Age (if under 12 yrs.)

Special requirements (diet, disability, cultural etc) _____

Early Bird Registration Fee (Register before 1 st December 2018)	\$225.00
Registration Fee (up till 1 st March 2019)	\$250.00
Late Registration Fee (after 1 st March 2019)	\$295.00
Children 5-12 years	\$150.00
Children 0-4 years (max 2)	Free

Payment can be made by EFT/Direct Debit or Cheque Total payment = \$ _____

Account Name: ACEWA Bendigo Bank BSB: 633800 Account: 160 835 110

Please make sure you write your name as the reference (otherwise we have no way of knowing who deposited the money!)

If paying by EFT, please post or email your completed registration form!

If paying by cheque, please make payable to ACEWA, Post with completed registration form to:

Citin 2019, ACEWA PO Box 108 North Perth, Western Australia 6006

All Citin 2019 enquiries to Jack Gibney on 0489587587 or via email to jgibney@citinwa.com.au or visit our website at citinwa.org.au

Refund Policy

In the unfortunate event that you have registered and paid your registration but are unable to attend the Citin due to unforeseen circumstances ACEWA will refund your registration fee in full or part in the following way:

Cancellations up to 1st December 2018.....Full Refund

Cancellations up to 1st March 2019.....Refund 50% of paid fees

Cancellations up to 1st April 2019.....Refund 25% of paid fees

Cancellations after 1st April 2019.....NIL

Special circumstances for cancellations will be looked at on a case by case basis (e.g. Sudden death, illness, catastrophic event etc.)

See you at Easter 2019 in Katanning.....the heart of Western Australia's Great Southern!



VIC ROADS CORPORATION

NOV 13th TUESDAY 2PM

Agreement has just come through that the visit to VicRoads Traffic Management Centre (TMC) is set down for 2 PM on Tuesday 13 Novemeber.

The 90-minute presentation will be in two parts -

1. The TMC operations room with the Centre Manager, Keith Weegberg, showing video setups, surveillance, and how a chain of on-off ramps can be grouped to manage flows or breakdowns;
2. A discussion of the current micro-management approach to freeway flow and, some usage/behavioural statistics.

I suggest that we meet at VicRoads, 60 Denmarks St, Kew, just south of Kew Junction at no later than 1:45-50 PM for it will take time to sign visitors in to the building.

Parking on site will be very limited I expect (there *may* be spaces in a linear car parking area between the office and Barkers Rd, accessible from Denmark St) but I have used the shopping centre car park in Walpole St on the north side of High St. It is designated as a 2-hr limit but a Tuesday afternoon should not be too busy so the parking police may be elsewhere.

Also, there could be on-street parking spaces on the office side of High Street. Kew Junction is serviced by the 109 and 48 tram routes and by buses from Doncaster.

Bill Saggars.

Teddie's Terrific Tour to Katanning Western Australia - CITIN 2019.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2019, we are inviting you to join us on "Teddie's Terrific Tour", to be held over 14 days and nights. We are starting out from Melbourne and finishing up at Katanning.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks, and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Interstate people from all states (as well as Victoria) are most welcome to join us along the way.

We are suggesting some accommodation, but you are welcome to arrange your own accommodation. At quite a few places we are staying in country pubs and hotels, and some caravan parks with cabins.

You will need to book your own accommodation - I have let places know that people may ring to book - please mention that you are part of the Citroen car group.

At the time of writing, accommodation was available at the suggested venues.

I **strongly** suggest that you book it ASAP.

If you are interested in being part of the tour group, please contact the organising crew ASAP - Ted and Helen Cross -

crossfam@ozemail.com.au

home phone (03) 9819 2208

Ted 0400 59 2208

Helen 041 935 69 63.

Looking forward to hearing from you.....

Ted and Helen Cross - Citroen Classic Owners Club of Australia.

Day 1 - Friday 5th April

Melbourne to Ouyen

We will leave Melbourne mid-morning, head out on the Calder Freeway and stay overnight at Ouyen.

Suggested accommodation - Victoria Hotel, 22 Rowe Street. Phone **03 5092 1550**

<https://www.facebook.com/victoriahotelouyen/>

Day 2 - Saturday 6th April

Ouyen to Burra

Suggested accommodation - Paxton Square Cottages Phone: **0488 513 101**

<http://paxtonsquarecottages.com.au/>

Day 3 - Sunday 7th April

Burra to Quorn

Suggested accommodation - Austral Hotel phone **(08) 8648 6017** or Quorn Caravan Park phone (08) 8648 6206

<https://australinn.info/Current/>

<https://quorncaravanpark.com.au/>

Day 4 - Monday 8th April

Quorn to Coffin Bay via Port Augusta and Whyalla

Suggested accommodation - Coffin Bay Caravan Park phone (08) 8685 4170 or Longbeach apartments (08) 8685 4087

<http://www.coffinbaycaravanpark.com.au/>

<http://www.longbeachapartments.net.au/>

Day 5 - Tuesday 9th April

Rest day in Coffin Bay

Day 6 Wednesday 10th April

Coffin Bay to Ceduna via Streaky Bay and Smokey Bay

Suggested accommodation - Ceduna Big 4 caravan park phone (08) 8625 2150 <https://cedunatouristpark.com/>

Day 7 Thursday 11th April

Ceduna to Eucla

Suggested accommodation Eucla Motel and Caravan Park phone 08 9039 3468

<https://www.australiasgoldenoutback.com/business/accommodation/eucla-motor-hotel>

Day 8 Friday 12th April

Eucla to Caiguna Roadhouse

Suggested accommodation John Eyre Motel (08) 9039 3459 <https://www.travelin.com.au/accommodation/BP-John-Eyre-MotelCaravan-Facility-21069>

Day 9 Saturday 13th April

Caiguna to Norseman

Suggested accommodation Norseman Hotel phone (08) 9039 1023 Gateway Caravan Park phone 08 9039 1500

<http://www.acclaimparks.com.au/gallery/norseman/gateway-caravan-park/> <https://publocation.com.au/pubs/wa/norseman/norseman-hotel>

Day 10 Sunday 14th April

Norseman to Kalgoorlie

Suggested accommodation Discovery Holiday Park Kalgoorlie/Boulder phone (08) 9093 1266

<https://www.discoveryholidayparks.com.au/caravan-parks/western-australia/lane-st-kalgoorlie-boulder-boulder>

Day 11 Monday 15th April

Kalgoorlie to Southern Cross via Coolgardie

Suggested accommodation The Palace Hotel phone (08) 9049 1555 <https://www.facebook.com/palacesoutherncross/>

Day 12 Tuesday 16th April

Southern Cross to Perth

Suggested accommodation Banksia Tourist Park 219 Midland Rd, Hazelmere 6055 phone (08) 9250 2398

<http://www.banksiatourist.com.au/accommodation/>

Day 13 Wednesday 17th April

Perth

Guided tour of the Swan Valley offered by Citroen enthusiast Serge Doumergue.

Day 14 Thursday 18th April

Perth

Guided tour of Kings Park offered by Citroen enthusiast Serge Doumergue.

Day 15 Friday 19th April (Good Friday)

Perth to Katanning for the start of Citin 2019

=====

Once Citin is over, Jack Gibney is running a Post-Citin Tour which looks great - for the bones of it see below. Jack will be forwarding more information shortly.

Post Cit-in Tour

22 April 2019 – Katanning to Nannup - 194 km.

23 April 2019 – Nannup to Margaret River – 71 km.

24 April 2019 – Margaret River to Augusta to Pemberton – 174 km.

25 April 2019 – Pemberton to Northcliffe to Walpole – 134 km.

26 April 2019 – Walpole to Denmark – 67 km.

27 April 2019 – Denmark to Albany – 56 km.

28 April 2019 – Albany.

29 April 2019 – Albany to Stirling Range – 91 km.

30 April 2019 – Stirling Range to Bremer Bay – 137 km.

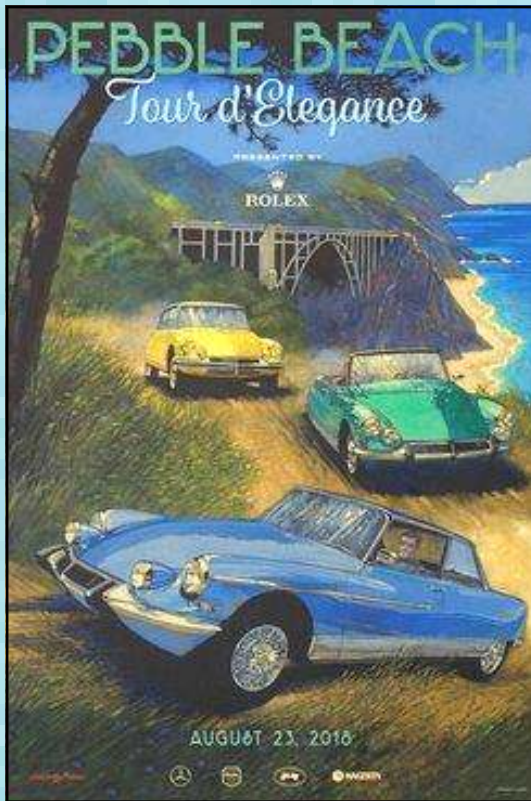
01 May 2019 – Bremer Bay to Hopetoun – 258 km.

02 May 2019 – Hopetoun to Esperance – 191 km.

03 May 2019 – Esperance.

04 May 2019 – Esperance to Hyden – 383 km, or Esperance to Norseman - 204 km.

05 May 2019 – Farewell.



Pebble Beach RetroAuto has long been the destination for the true automotive enthusiast; it features an elegant and thoughtfully curated collection of exhibitors offering rare collectibles and memorabilia from our automotive past, as well as the latest luxury goods and technological tools to enhance today's driving experience.



Car collectors worldwide dream of competing at the Pebble Beach Concours d'Elegance, where the famed 18th fairway of Pebble Beach Golf Links is the stage and the rolling Pacific Ocean serves as backdrop.

Begun in 1950, this concours is the top-ranking collector car competition in the world. It is also the event to which most other modern concours now trace their roots. Initially modeled on the early European concours that showcased new cars, the Pebble Beach Concours shifted its focus to collector cars in 1955—and other concours followed suit. It has also taken the lead by including racing greats and offering featured marques and special classes as early as 1953, introducing displays of dream cars and concepts in the 1980s, and instituting driving events and emphasizing the importance of preservation in the 1990s.

Guided by—and often driving—the interests of enthusiasts the world over, this concours continues to set the bar for all others.

The concours d'elegance is not a contest of speed, but of elegance. Automobiles are judged for their style and technical merit, as well as their history, their originality and the accuracy of their preservation or restoration—and the best garner reward and recognition.

Stay tuned, 2019 Featured Marques & Classes will soon be announced!

The 2018 Pebble Beach Concours d'Elegance featured the following marques and special classes among others:

- Motor Cars of the Raj
- Rollston Coachwork
- OSCA
- Tucker
- Postwar Custom Citroën
- Vintage-Era Sporting Cars
- Eisenhower Era Dream Convertibles
- Additional features to be announced soon

In tandem with the competition between extraordinary historic automobiles, the Concours also serves as gracious host to some of the world's most anticipated concept and new car debuts each year

“Each of these categories by implication also highlights the contributions, creativity, ingenuity and, because it is an important aspect of the marques’ success, persistence of their creators. Their personalities are embodied in the marques’ character and in their names, drawing attention not only to the creators of the featured marques but also to the other pioneers of the automobile whose fabulous, fast, historic contributions fill the 18th Fairway of Pebble Beach Golf Links.”

Sports Car Digest



<https://revistapulso.com.br/originality-and-innovation-celebrated-at-2018-pebble-beach-concours-delegance/>

The 2018 Pebble Beach Concours d'Elegance featured the following marques and special classes, among others:

- Motor Cars of the Raj
- Rollston Coachwork
- OSCA
- Tucker
- Postwar Custom Citroën
- Vintage-Era Sporting Cars
- Eisenhower Era Dream Convertibles



Pebble Beach, Sunday 26 August 2018 – Against the striking backdrop of the Pacific Ocean, the 1937 Alfa Romeo 8C 2900B Touring Berlinetta (left) claimed the Best of Show Award at the 2018 Pebble Beach Concours d'Elegance®. 234 cars graced the fairways at Pebble Beach Golf Links® as enthusiasts mingled, witnessing awe-inspiring vintage automobiles alongside contemporary cutting-edge concept cars. Such a bold juxtaposition of old and new embodies Rolex's appreciation of history and its influence on engineering innovation. It is this shared passion for honouring motoring tradition which underpins Rolex's role as Official Timepiece of the Pebble Beach Concours d'Elegance® and as Presenting Partner of the Pebble Beach Tour d'Elegance®.



Citroen C5 Aircross likely for Oz

European version of new French mid-size SUV revealed; under study for Australia May 25, 2018

The all-new [Citroen C5 Aircross](#) has been revealed in European guise overnight and it could come to Australia next year.

First seen at the 2017 Beijing motor show, the all-new French SUV is under consideration for release in Australia, where it would become Citroen's first direct rival for top-selling mid-size SUVs like the Mazda CX-5.

"The vehicle is under study for the local market," said Citroen Australia spokesman Tyson Bowen. "It would be a great addition to the local line-up."

We understand that if it's given the green-light for Australia, which appears odds-on, the Citroen C5 Aircross will arrive in local showrooms sometime next year.



The C5 Aircross is not to be confused with the smaller C3 Aircross, which will join Citroen's new crossover-style C3 small car Down Under by late this year or early next.

Citroen's C3 Aircross is effectively to the C3 what Peugeot's 3008 is to the 308.

Nor should the C5 Aircross be considered a replacement for the old C4 Aircross, which like the Peugeot 4008 was based on Mitsubishi's ASX. That role now falls to the C4 Cactus, Citroen's only existing SUV.

The new Aircross models will be positioned either side of it in an expanded Citroen SUV line-up and should be crucial to the historic French brand's future in Australia, where it sold just 755 vehicles last year, led by the small Berlingo commercial van.



Apart from the new C3, in the absence of regular C4 and C5 models, the only Citroen passenger car available in Australia is the C4 Grand Picasso people-mover.

As the latest salvo in Citroen's international SUV offensive, the C5 Aircross has already found more than 40,000 homes in China, while the C3 Aircross B-SUV has generated more than 80,000 sales since its global launch late last year.

Based on the PSA Group's latest EMP2 platform, the C5 Aircross is claimed to be the most comfortable model in the mid-size C-SUV segment, which now accounts for a quarter of all car sales globally.



This is thanks to the Citroen Advanced Comfort program comprising Advanced Comfort seats and Progressive Hydraulic Cushions suspension comprising hydraulic bump stops for both rebound and compression.

Citroen Europe is also claiming class-leading cargo space (580 litres, expanding to 1630) and “unrivalled modularity” with three individual sliding, folding and reclining rear seats.

In Europe, the Citroen C5 Aircross will be available in 30 exterior colour combinations, 20 driver assistance systems (including Highway Driver Assist and Grip Control) and six connectivity technologies such as wireless Smartphone charging.

NEW CLUB TOOL REGISTER

CCCV is putting together a Register of both Club tools and Members tools that would be available for members use.

If you would like to be part of this scheme then please advise Peter Moloney of the tools you have available to list.

Peter Moloney: treasurer@citcarclubvic.org.au



Other key features of the 4.5m-long, five-seat C5 Aircross include 230mm of ground clearance, wheel sizes up to 19-inch, Citroen's trademark body-side Airbump panels, a 12.3-inch TFT digital instrument cluster and 8.0-inch central touch-screen.

Matched to either six-speed manual or eight-speed automatic transmissions will be two 1.2-litre PureTech turbo-petrol engines (95 and 132kW) and three 1.6-litre BlueHDi turbo-diesels

with the same power outputs.

The Citroen C5 Aircross PHEV, meantime, combines a 150kW petrol engine with an electric motor at each end of the car to deliver 300kW, all-wheel drive capability and a 60km EV range.

Article written by Marton Pettendy

<https://www.carsales.com.au/editorial/details/citroen-c5-aircross-likely-for-oz-112796/>



Importantly, by late 2019, it will also become the first Citroen available with a plug-in hybrid powertrain – although it's unlikely to be offered Down Under in the medium term.

WDR

Western District



Mt Elephant at Derrinalum—Extinct v



Above: Lunch at the Inverleigh Hotel.

Left: How Reg Ansett started. In order to circumvent the transport restrictions of the day; he sold an orange to a client, then gave them a free ride to Melbourne in his car. (He was not selling them transport).

Right: Mt Rouse at Penshurst another previous volcano giving 360° views with the Grampians in the background.

Below left: Campe's Motor Museum Hamilton. A huge collection of various vehicles all in roadworthy and drivable condition.

Right: Breakfast at the Cape Bridgewater Café. A panoramic view of the Southern Ocean



from our tables as the café is just above the beach.



t Run



olcano visitor centre.



We completed our trip with a visit to Roger Wilkinson's farm at Wangoom some 15km out of Warrnambool, then sampling some of the biscuits he was making to enter into the Royal Melbourne Show.

Only one member (the Ed) took a stroll around the Maritime Museum village during several showers, prior to returning to Melbourne.



Fine sky, but it's blowing from the blowhole at Bridge-water bay. We also visit the Tessellated Forest and lakes (front cover) after which we head to Cape Nelson for lunch and the Lighthouse tour.



A lovely lunch at **CLOCK BY THE BAY** restaurant in Portland, together with a visit to the Cable Car museum and a ride around the town on an old cable car.



Gordon Stokes gives an insight to the history of Cape Nelson Lighthouse, prior to the climbing the steps to the top; plus a short briefing of the film; **South Solitary** which was filmed there, and a video of which each member received as part of the trip.



CITROËNS PROVE ROCK SOLID ON 7,500KM AUSTRALIAN CROSSING



- Historic Citroëns travel 7,500km across Australia August 31, 2018
- Trans-Australia crossing completed by eleven Citroën Traction Avants
- Average vehicle age 70 years, combined odometer reading 2 million kilometres
- First launched in 1934, the Traction Avant was the first series production front-wheel-drive vehicle and later pioneered hydro-pneumatic suspension.

For the third time in 20 years a group of intrepid adventurers driving Citroën's renowned Traction Avant has crossed Australia, this time from west to east, driving from Fremantle in Western Australia to Brisbane in Queensland via Uluru in the Northern Territory.

The 7,500km journey was undertaken by 12 French families in 11 historic Citroën Traction Avants ranging in age from 60 to 80 years.

Organized by former French journalist and Australian expat Eric Massiet Du Biest, the trip was dubbed "Tracbar Dundee", deriving its name from the vehicles' 'Traction' nomenclature and 'Dundee' from the famous film character Mick Dundee, played by Paul Hogan in the iconic Crocodile Dundee movie.



The journey saw the adventurers weave in and out of Western Australia, the Northern Territory, South Australia and New South Wales before arriving in Brisbane, Queensland, some 7,500km later.

Along the way the eleven-vehicle convoy visited York, Wave Rock, Kalgoorlie, Laverton, Uluru, Coober Pedy, Marree, Innamincka, Thargomindah, Lightning Ridge, Girraween Park and Tamborine Mountain.

This latest journey adds to the long and storied history of these iconic Citroëns. The same vehicles have already completed journeys across Australia, Africa, South America, the United States and Southeast Asia – in some instances multiple times – amassing an astounding 2,000,000 kilometres between them.

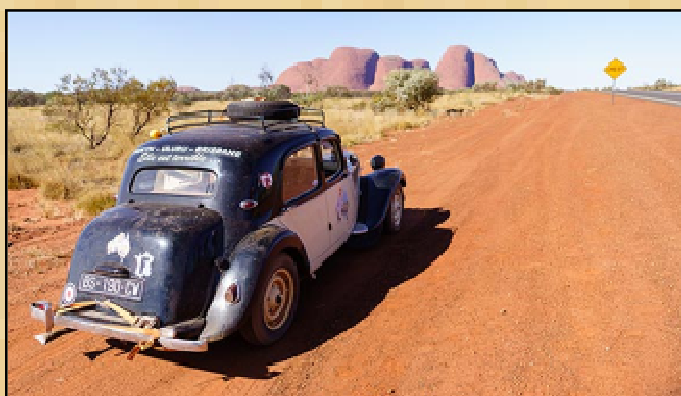


Commenting on the Trans-Australia crossing expedition organiser, Eric Massiet Du Biest, said the vehicles were unstoppable and the scenery unimaginable.

"You never tire of driving these vehicles across such vast and breathtaking scenery", Mr Du Biest said.

"All participants on the expedition loved the experience and the opportunity to pilot some of the world's most recognizable Citroëns across one of the globe's oldest and most breathtaking continents".

"From the people we met to the scenery we saw and the cars we drove, this was an unforgettable way to see off our old friend, the Tracbar. They were reliable, strong and, most importantly, charming the entire distance," he added.



The latest trip adds to a roll call of Australian records set by the Citroën marque. Significantly, it was the first automotive brand to circumnavigate Australia, that record achieved by a Citroën 5CV model in 1925.

Highlight journeys include:

- 1988:** Around the World (Two 1953 Traction Avants, 35 countries, 18 months, 70,000km)
- 1998:** Tracbar Dundee Australia #1 (40 Traction Avants, 1 month, 7,500km)
- 2000:** Tracbar Dundee Australia #2 (40 Traction Avants, 1 month, 8,000km)
- 2002:** Tracbar Yankee United States (40 Traction Avants, 1 month, 8,000km)
- 2003:** Tracbar Hannibal Tunisia (25 Traction Avants, 3 weeks, 4,500km)
- 2004:** Tracbar Zoulou Africa (30 Traction Avants, 1 month, 8,000km)
- 2007:** Biotrek Africa (2 Traction Avants, 16 countries, 5 months, 25,000km)
- 2010:** Tracbar Gaucho South America (25 Traction Avants, 1 month, 8,200km)
- 2011:** Tracbar Namibia (11 Traction Avants, 3 weeks, 5,000km)

With the journey completed, all but three of the vehicles will now be shipped back to France.

The remaining three will be driven back to France via Bangkok (Thailand), Lhasa (China), Kashgar, Samarkand (Uzbekistan), Tehran (Iran), Istanbul (Turkey) and Zagreb (Croatia).



Produced between 1934 and 1957, Citroën's Traction Avant was a true pioneer of the automotive industry. Some 760,000 were made.

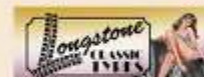
The Traction Avant was the first vehicle produced using a unitary body in place of the common body-on-frame method, the first to use fully-independent suspension and the first to use front-wheel-drive. Later versions also featured Citroën's now legendary hydro-pneumatic suspension system.



That car is now an integral part of the Australian Museum's historic collection.



<https://www.citroen.com.au/tracbar-2018/>



“Les Société des Taxis Citroën”



Last week we published an article in our online Magazine with the title: a De Dion Bouton restoration project with a question about the ‘Cannage’. In which Paul told us about the 1919 De Dion Bouton he restored but the problem he faced with the ‘Cannage’ panels. We asked our readers and fellow PreWarCar.com enthusiasts for tips on what they think he should do. What is the best way to restore the panels? But also recommendations for people and/or companies who can help him. Quite a few people reacted. One a little bit more helpful than the other, but well. Besides the reactions on the website, we also received an e-mail in which Martin answered to the enquiry about Cannage. He wrote the following:

“Our 1926 B12 Taxi is probably the only one in the UK and one of very few in the world. I have yet to see another of similar quality. The bodywork and upholstery were restored by one Maurice Bailey who sadly died a year ago. I bought the Taxi from him

prior to his death and finished the project.

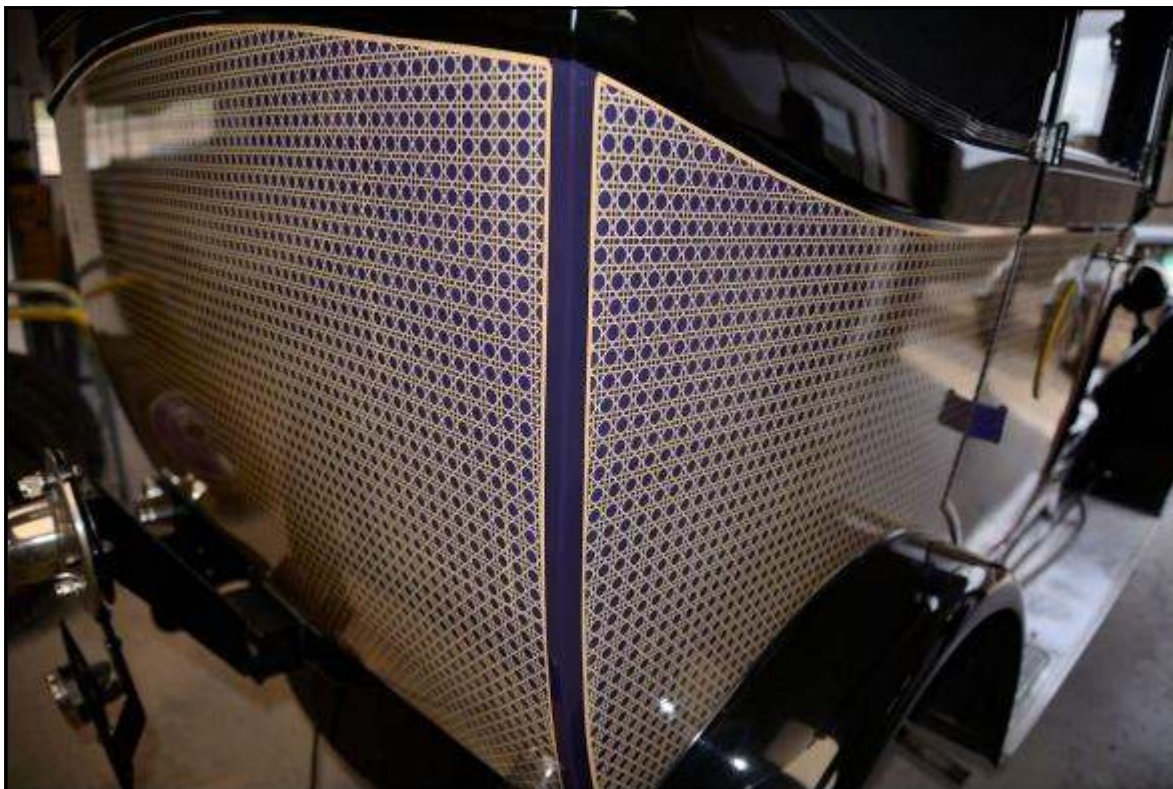
The Cannage has been applied as 300mm squares of water-based vinyl transfers. You may have applied simple transfers to your hands (they came free with sweets) when you were young/younger? According to Maurice it took a fellow whom he employed, 120 hours to do the entire vehicle. To finish the work a fine coach line was hand painted around the edges of the Cannage.

Website:

<https://www.prewarcar.com/les-societe-des-taxis-citroen>

My thanks to John Parsons for this article.

Members can see actual wicker making at the **LOST TRADES FAIR** which is held at Kyenton Racecourse each year, together with many other “Hands On” trades. Ed.



I can tell you that the hardest part of the exercise is getting all the bubbles out from below the transfer. I experimented with some spare material and just a 70mm square proved really difficult. Along the way it tears, it slides – My word !! Quelle horreur. It made the conventional “sticky back plastic” look easy in comparison. Incidentally, the badge on the door “Les Société des Taxis Citroën” was handmade using the “repousse” technique. In England, this pattern is sometimes called a “six-way standard” a reference to the use of cane in chairs.

Like the De Dion in your article, the taxi also retains the original door furniture including the horn (not bone as you say) door pulls etc.

Now here is the tricky bit, I do not know from where Maurice purchased the Cannage transfers. However, I shall now look through all his papers to see if I can find a name or address. Paul is very welcome to come and inspect le Taxi if he wishes.”

Thank you very much, Martin, for your response. We really hope Paul can do something with one of the comments, recommendations or e-mails that came in after the publication of [the article](#).

Do you also have a problem with the restoration of your beloved pre-war car? Please send an e-mail to office@prewarcar.com and hopefully we or one of our readers can help. But also if you would you like to show the rest of the world your wonderful craftsmanship. Send an e-mail so we can all admire your work.



In our online Marketplace, we found this wonderful 1912 Wolseley 16/20 Landaulette convertible for sale which is also beautifully decorated with Cannage.

Words by the editor. Story and photographs sent in by Martin de Little.

Published: Tuesday September 18th, 2018

- **Steve Bousfield** 18 September, 15:43
In UK this effect is usually referred to as Wicker.
Harold Radford used to do a Mini where they used real cane.





New platform, new design, new interior, new everything.

Developed concomitantly with the new Peugeot Partner and the Opel/Vauxhall Combo, the revamped Citroën Berlingo has arrived to bring that love/hate Cactus styling to the van segment. Essentially developed from the ground up, the third generation of the double chevron's LCV is a significant departure from the model before it, not just in terms of styling, but also as far as the underpinnings are concerned.

Indeed, the 2018 Berlingo makes the transition to the PSA Group's EMP2 platform bringing among others a shortened and higher front overhang, a more forward-set windscreen, as well as improved maneuverability thanks to an optimized electric power steering and a reduced turning circle. Like with some of the other recent Citroën models, the new Berlingo has received air bumps at the bottom of the doors for a more rugged look and to provide extra protection.

As you would come to expect from a vehicle in this segment, there are multiple versions you can choose from. Available in two sizes, the Berlingo can be ordered in an M flavor measuring 4.4-meters long and joined by the bigger Berlingo XL spanning at 4.75 meters, with both five- and seven-seat configurations available. Regardless of size, the new van benefits from a completely flat floor making it ideal for loading a multitude of items, with Citroën promising a best-in-class cargo capacity.

The M version with its 2.7-meter load length can swallow up to 775 liters, which is a whopping 100 liters more than its predecessor. Should that not be enough, there are a total of 28 extra storage spaces throughout the cabin able to accommodate an additional 186 liters of your stuff. There's even a nifty storage compartment in the ceiling, dubbed Modutop, accessible from the second row of individ-

ual seats or from the trunk.

If you need to carry even more, you'll have to step up to the bigger XL model, which has a load volume of 1,050 liters for the five-seat model and a generous load length of 3.05 meters. In the seven-seat XL specification, the new Berlingo benefits from two removable seats that are installed on a rail and can move through 130 millimeters – a feature you can't have on the M model.

As far as engines are concerned, buyers will get to pick from a 1.2-liter gasoline unit available with 110 hp and 130 hp or a 1.5-liter diesel offered with 75, 100, and 130 horsepower. Depending on engine, these are hooked up to either a six-speed manual gearbox or an eight-speed automatic.

On the safety side, it has everything from active safety brake and post collision safety brake to driver attention alert and even a coffer break alert. The 2018 Berlingo can also be had with an extended traffic sign recognition system and adaptive cruise control benefiting from a stop function if you go for a version equipped with the automatic transmission. Blind spot monitoring is also offered, as are hill start assist, trailer stability control, and smart headlights that automatically turn on the high or low beams depending on traffic and the lighting conditions.

Connectivity with a multitude of devices is granted by the 8-inch infotainment system with support for Android Auto, Apple CarPlay, and MirrorLink. Charging cables are a thing of the past as the new Berlingo can be had with wireless charging, along with other gadgets such as a panoramic camera and grip control (with hill assist descent) bundling five selectable driving modes: standard, snow, mud, sand, and ESP off. We will get to see the 2018 Citroën Berlingo next month at the Geneva Motor Show, ahead of a market launch scheduled for the second half of the year.

Source: Citroën

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

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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.

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.



A **TECHNICAL TIPS** page has now been added to our website citcarclubvic.org.au. Featuring You-Tube servicing clips for a variety of models, this is just the start of a developing service to members. In time written articles will also be included. Suggestions for additional links and member articles are most welcome.

2002 Citroen C5 Sedan for sale.

5/18

Vin: VF7DCRHZE76354099, Engine No: 10DYKC4003281

Good condition, Leather interior, Not registered and no RWC. \$600

Contact Greg 0409548734 (Located in Longford, Victoria)

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Citroen ID19 Manual

8/18

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

Club Badges

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Wanted: DS EFi Cylinder Head

05/18

I am restoring a Citroen DS23 fuel injected car. I am looking for a good cylinder head for my engine as the original head is not economically salvageable. Any help would be appreciated.

Please contact me on 0448 913 004 or email davidbrucesutcliffe@gmail.com



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