

INSIDE:

RETRO CITROEN JUMPER CAMPER CONVERSION

THE

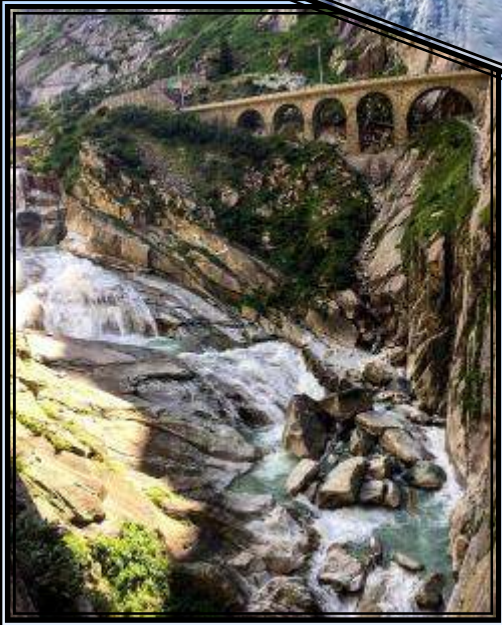
CCCVA

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

September 2020



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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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



BENDIGO IS PART OF VICTORIA'S HISTORIC GOLDFIELDS REGION AND IS A TOURIST DESTINATION. THERE WILL BE PLENTY FOR ALL TO SEE AND DO INCLUDING HISTORIC TRAMS, CHINESE INFLUENCES, THE POPULAR BENDIGO FESTIVAL AND THE CHINESE DRAGON PARADE.

WHILE CIT-IN WILL BE CENTRED IN BENDIGO, AS PART OF THE PROGRAM YOU WILL ALSO VISIT SOME WONDERFUL HISTORIC TOWNS IN THE DISTRICT.

Distance from Bendigo

- Melbourne 153 km • Adelaide 614 km
- Canberra 620 km • Sydney 836 km
- Hobart 871 km • Brisbane 1,599
- Perth 3,316 km

CIT-IN BOOKING DETAILS ON PAGES 16-17

WARNING: Anyone new to hydraulic systems in Citroens are strongly advised to understand the safety protocols before working on the car. This applies especially to ensuring the system is fully depressurised and the car safely supported on stands. CCCV takes no responsibility if an injury occurs.



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

President's Message September 2020

Once again Brian has assembled another entertaining and informative magazine. With this freezing cold weather and most of us staying indoors, it's a great opportunity to find a warm comfy spot and read it cover to cover.

At the last Committee meeting we decided to go ahead with the Annual General Meeting in October and it will be held via a video conference. We are busy preparing proxy forms and nomination forms that will be available on our Club website for you to download and submit. As an incorporated body we need to comply with the Consumer Affairs Victoria requirements and submit our annual returns. We could delay the AGM but we would still be in the same situation as we cannot physically meet. If you are keen to join the Committee please contact any of the current Committee members and nominate yourself. The current Committee is enjoying the online Committee meetings as it saves going out at night and driving all over town to get to meetings. The Committee is currently looking at subscribing to an on-line video conferencing system to be used for both Club and Committee meetings. If you are thinking about joining the Committee but have been put off by having to travel to Committee meetings then this may convince you to nominate.

The Committee also discussed our annual membership fees. As our income just covers expenditure, lowering our fees is not currently possible but we can hold them at the current rate for the 2020 – 2021 financial year. Our membership fees have not increased for many years still represents good value.

The current restrictions will eventually be lifted and we are looking forward to meet together in open parkland and in compliance with the prevailing directions. As long as we socially separate and mask up we should be able to comply and still have some fun.

Bruno Tonizzo
President CCCV Inc.

FRONT PAGE

Delémont (German: Delsberg), the capital of the Jura canton, lies between the towns of Basel and Biel in the north west of Switzerland, near the French border. This historic town is embedded in the densely forested, hilly Jurassic landscape. Mediaeval buildings, neat house facades and attractive museums form the townscape of the old town.

See pages 7-9

MIDDLE PAGES

Let's go camping after Covid 19.
Retro Citroen Jumper Camper.

BACK COVER

Swiss Emblem

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

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

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



NOTICE BOARD



CCCV Website Password Update

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

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

New Members . CCCV welcomes the following new members to our family: 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 now \$14.00 per litre as at 9/7/20
(see p/27 for your closest rep)

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

Events Calendar	2020	Draft Activities Program	2020
June	18 Club night—Jon Faine	Aug	16 Daylesford Pub Run
July	16 Club night		18 Club night
	17-18 Bastille Day Federation Sq.		20 Club night
	19 Bastille Day-French Community.	Sep	13 Tech Koo Wee Rup
			17 Club night
		Oct	4 French Car Festival
NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.			
Monthly 1st- <u>Chit-Chat Tuesday</u> Mc Crae Provadore, Mc Crae Plaza 739 Pt Nepean Rd. Mc Crae (crn Lonsdale) Melways 158 J12 from 10.30am. CCOCA & CCCV event for coffee & chat. Now operating again as a low key event with social distancing.			
For more details on club events contact : Club President.			
VDC Meetings and Events 18 Mar 2020 9:33 AM (Administrator)			
Please note all meetings and events are suspended or cancelled until further notice due to the current state of Coronavirus emergency.			
		NOTE: ALL CCCV & CCOCA MEETINGS & EVENTS ARE CANCELLED OR POSTPONED UNTIL FURTHER NOTICE	

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Dave Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk Kirkcaldy	9363 2464	XM & modern models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Contact CCCV		C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX/C5	Graeme McDonald	9781 1649			

Forthcoming Club Events

CORONAVIRUS NOTICE

Cit-in 2020 is cancelled and all other CCCV events are currently cancelled. The Committee will re-evaluate the situation and see if CCCV can resume any meetings or events and advise you.



CIT-IN EASTER 2021 HAVE YOU BOOKED?



POST BENDIGO CIT-IN RUN 2021

Central Victoria and Western District Tour

Monday 5th April to Thursday 15th April

TOURING ROUTE:

From Bendigo with overnight stops in Ballarat, Lorne, Warrnambool, Hamilton, Halls gap and Horsham.

ENTRY FEE:

TBA There may be a small entry fee to cover some included meals, but no bookings have been made to date given the COVID-19 situation. If there is a small fee, participants will be advised, and this will be collected as cash in Bendigo.

ACCOMMODATION/EXPENSES:

All entrants are responsible for booking their accommodation and all other expenses See CCCV Newsletter and FRONTDRIVE for further details.

BOOKINGS:

Available from: Expressions of interest will be taken now.
To brianjamesphotography@bigpond.com. With POSTCI-IN in the subject line.

BOOKINGS CLOSE:

Again, COVID has made planning difficult but adequate forwarding will be sent to all clubs.

ENQUIRIES/EXPRESSION OF INTEREST:

Brian James 0427 534 014 or (03) 9728 5526 – or email above.



POST BENDIGO CIT-IN TOUR 2021

Day 1: 5th April Monday. 154kms

Bendigo to Ballarat

A short walking tour around Bendigo prior to depart for Ballarat via Maldon, Castlemaine, Daylesford and Creswick.

Day 2: 6th April Tuesday. Sovereign Hill, Gold Museum, Ballarat Gardens etc.

Accommodation Ballarat Eureka Stockade Holiday Park 104 Stawell St Ballarat (03) 5331 2281

Day 3: 7th April Wednesday. 158kms

Ballarat to Lorne via Inverleigh for lunch.

Day 4: 8th April Thursday Teddy's Lookout, Erskine Falls

Accommodation Lorne Lorne Foreshore
Caravan Park. 2 Ocean Rd Lorne PH: Ph: (03) 5289 1382 Ph: 1300 364 797 Email: lorne@gorcc.com.au

Day 5: 9th April Friday. 207kms

Lorne to Warrnambool Twelve Apostles, Cape Otway Light Station

Day 6: 10th April Saturday Warrnambool Heritage Cheese, Visit to Warrnambool & District Historical Vehicle Club

Accommodation Warrnambool Holiday Park & Motel Crn Raglan Pde & Simpson St. PH: 03 5562 5031
Email: info@whpark.com.au Camp kitchen & BBQ's

Day 7: 11th April Sunday 116kms

Warrnambool to Hamilton Tower Hill, Port Fairy

Day 8: 12th April. Monday

Campes Motor Museum, The Nigretta Falls, The Ansett Museum

Accommodation Hamilton Lake Hamilton Motor Village & Caravan Park, 8 Ballarat Rd. (03) 5572 3855
Email: info@lakehamilton.com.au

Day 9: 13th April Tuesday 96kms

Hamilton to Halls Gap

Accommodation Halls Gap Halls Gap Gardens Caravan Park 2223 Grampians Road Halls Gap. Phone 03 5356 4244
stay@hallsgapgardenscaravanpark.com.au OR:
Lake Fyans Holiday Park 650 Mokepilly Road, Lake Fyans VIC 3381
Emails: stay@lakefyansholidaypark.com.au Phone: (03) 5356 6230

Day 10: 14th April Wednesday 80kms Total distance 811

Halls Gap to Horsham
Reed Lookout, Mc Kenzies Falls

Accommodation Horsham Riverside Caravan Park 190 Firebrace St, Horsham (03) 5382 3476
Email: horsham@southerncrossparks.com.au

Day 11: 15th April Thursday

We all head home with possible visit to Wimmera rail Bridge, Wimmera Highway crossing (beside), QUANTONG, HORSHAM
RURAL CITY 19 km west from Horsham on Wimmera Hwy B240

2CVSWISS2021

Dear Country representative of the 2CV friends,

The Coronavirus crisis in the first half of 2020 has seriously affected or cancelled all the events planned for this year at the global level. Most 2CV-related events have also been affected.

Despite these experiences, the Organising Committee (OC) of the 2021 World Meeting in Switzerland is continuing its work in a consistent and coherent manner to ensure that the event can take place in all situations. Therefore, the current plan will be maintained and, if necessary, adapted to take into account any health measures.

Should a situation similar to that of 2020 occur next year, with the resulting legal restrictions on demonstrations and events, we will of course have to act accordingly.

In any case, we will make every effort to ensure that the 2021 World Meeting can be maintained with all participants pre-registered. Of course, in special cases, we also trust in the understanding and cooperation of all meeting participants and visitors.



After the cancellation of major events in 2020, such as the National in France, DET, ICCCR, etc., we are particularly looking forward to our 2021 World Meeting in Switzerland and will do our utmost to offer an interesting and beautiful meeting.

Caveat:

Travel should only be undertaken where safe to do so – Look at the Australian Government website with respect to travel.

La 2CV Suisse Romande

Dates: 27 July 2021 – 1 August 2021

Venue: Delemont region, Switzerland



That is why it is important not only for us, but also for you, that as many participants as possible register by the end of 2020 and still benefit from the preferential rate, which is valid until 31 December 2020.

- You can find the registration form here www.2cv2021.ch/inscription/?lang=en



In order to reach as many english speaking people and Citroënists as possible, we would be very grateful if you could promote our meeting and the profitable pre-registration in your country and with your clubs. Please also give us a post address for sending stickers of the long meeting.

Our secretariat (mail@2cv2021.ch). Thank you very much.

La 2CV Suisse Romande

Registration Form: <https://www.2cv2021.ch/inscription/?lang=en>



The Organising Committee, our Swiss friends of the 2CV and Citroën, as well as the region of Delemont are looking forward to a special event that should not only meet the expectations and wishes of all participants and visitors, but also make us happy as organisers.

Thank you for your attention and see you soon in Helvetia !



The Organising Committee of the World Meeting of 2CV Friends 2021, President Willi Brändli

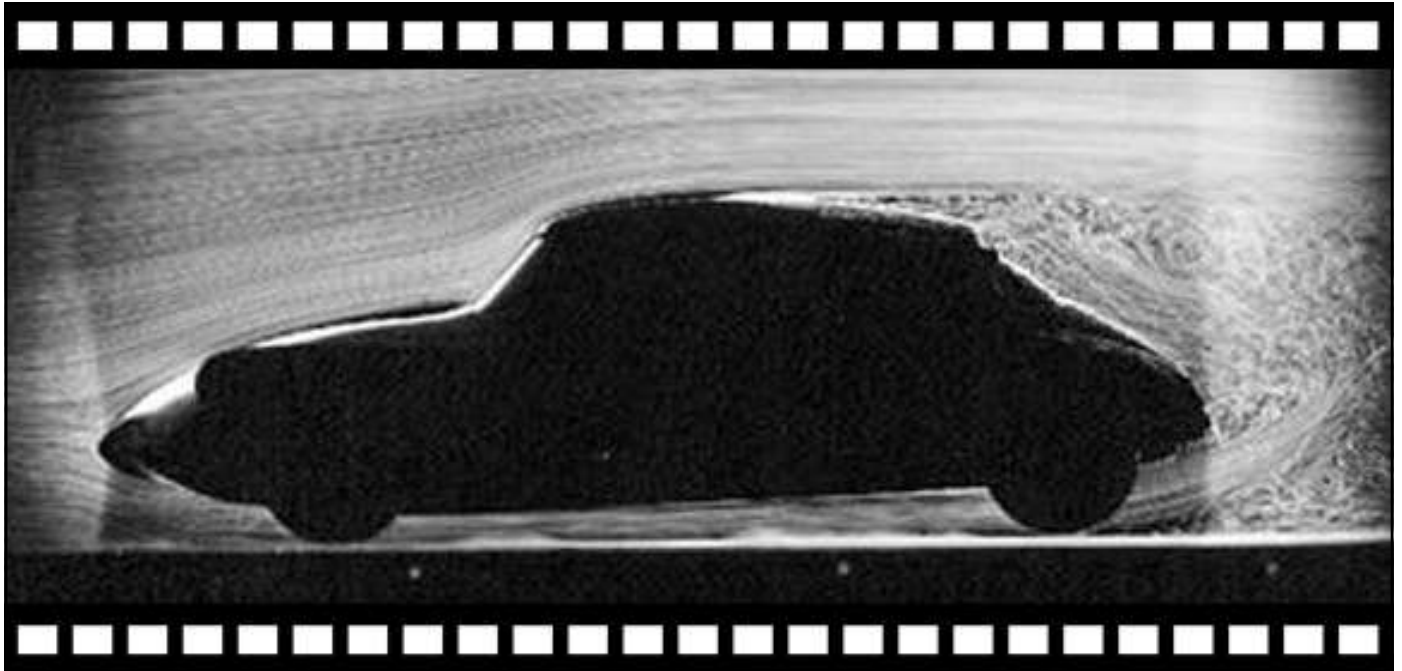
☐ Please tick here if you no longer wish to receive the newsletter of the 24th World Meeting 2cv 2021.

La 2CV Suisse Romande

Registration Form: <https://www.2cv2021.ch/inscription/?lang=en>

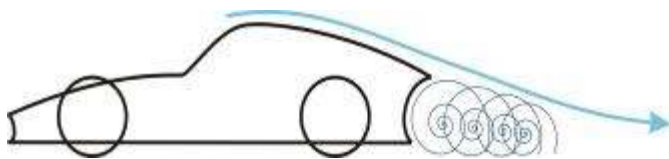
Proof That Bertoni Applied Kamm Tail Benefits to the Sleek DS

CITROËNVIE!



When Flaminio Bertoni designed the DS, he incorporated a Kamm tail effect in a very clever way while not actually utilizing a Kamm tail design.

Kamm tail — also known as “Kammback” or “K-tail” — is an automotive styling feature where the rear of the car slopes downwards before abruptly cutting off with a vertical surface. A Kamm tail minimizes aero-dynamic drag while maintaining a practical shape for a vehicle thereby reducing fuel consumption and improving high speed performance.



The Kamm tail is named after German aerodynamicist Wunibald Kamm for his work developing the design in the 1930s.

As the speed of cars increased during the 1920s and 1930s, designers noticed automotive aerodynamics. In 1922, Paul Jaray patented a car based on a tear-drop profile (i.e. a rounded nose and long tapering tail) to minimize aerodynamic drag created at higher speeds. The streamliner vehicles of the mid 1930s — such as the Tatra 77, Chrysler Airflow and Lincoln-Zephyr were designed according to these discoveries.

However, the long tail was not a practical shape for a car, so automotive designers sought other solutions. The earliest mass-produced cars using Kammback principles by creating a bulbous rounded back end, were the 1949–1951 Nash Airflyte in the USA and the 1952–1955 Borgward Hansa 2400 in Europe.



1950 Nash Airflyte



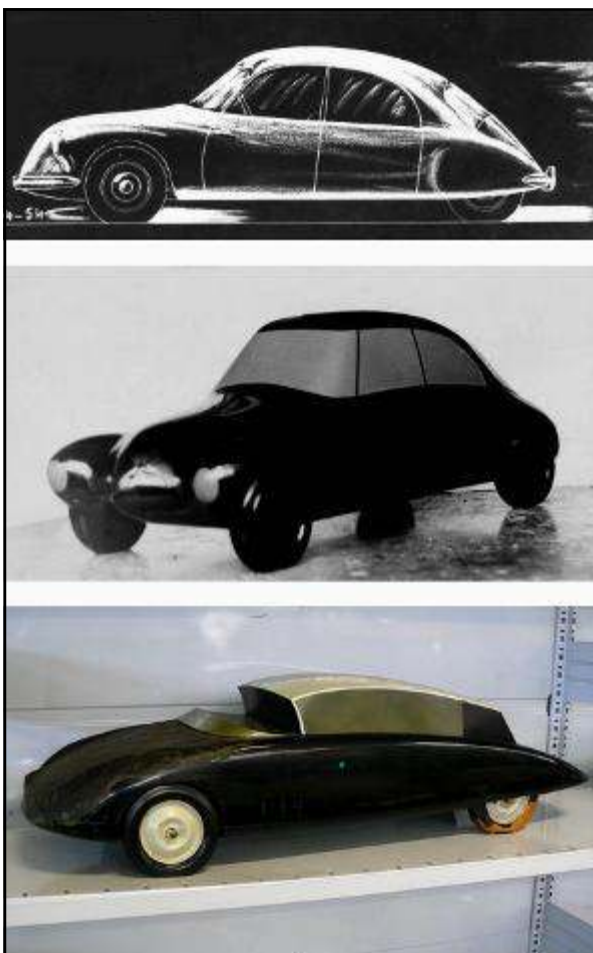
4501952 Borgward Hansa 2400

Bertoni knew about aerodynamics, having applied those principles by sculpting the design of the Traction Avant, being the first automotive designer to do so by clay modelling.

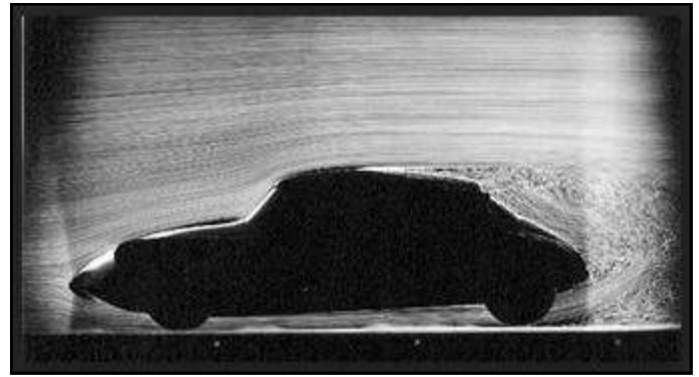


Flaminio Bertoni sculpting the Traction Avant in the early 1930s.

While researchers including Kamm found that abruptly cutting off the tail resulted in minimal increase in drag, knowing that the ideal shape to minimize drag is a teardrop, Bertoni was obsessed with achieving that while still incorporating practicality in design. (As these evolutionary examples of the Traction Avant morphing into the eventual DS shape 20 years later illustrate.)



He created the DS and wind tunnel tested his designs looking to achieve Kamm tail results:



In this wind tunnel test photo of the DS design that went into production, look at the swirling vortex coming off the dropped edge of the rear window which helps suck down top air, and the low up-sweep of the trunk bottom sucks the bottom air right up to reduce suction at the back end. Clearly the Kamm tail effect is visible, accomplished in an aerodynamic shape that is still teardrop shaped, but shortened to be both stylish and incredibly practical.

When Robert Opron succeeded Bertoni at Citroën after this death in 1964, and the next generation of Citroëns were fashioned, Opron implemented Kamm tail design into the body shape of the GS, SM and CX as did many other manufacturers with their models.



CX And Kamm tail design is very much in vogue today.



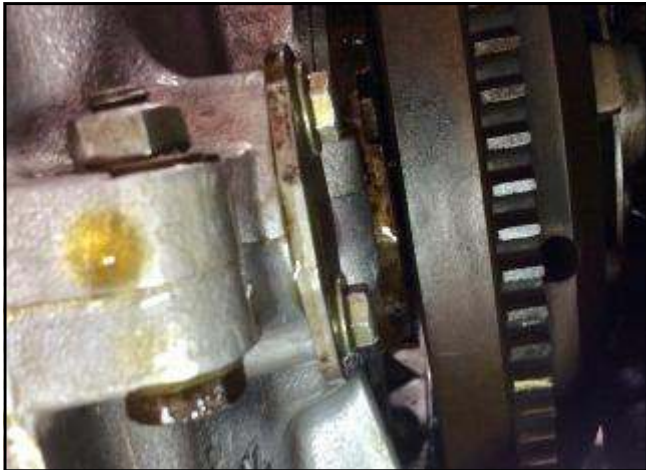
Tesla Model Y

However, the DS was unique in that it achieved the Kamm tail effect without a chopped or up-ticked rear end. It is just one example of why Bertoni's DS was a brilliant and so far advanced design when it was introduced in 1955 — and is still unmatched to this day!

LOSS OF OIL FROM 2CV ENGINE

When my 2CV 's engine was totally rebuilt 20,000 kms ago only the castings from the original engine were used in the rebuild. In the rebuild the oil filler was replaced with one that used a steel reed valve to create a negative engine case pressure. The air cleaner filter was for the next 20,000 kms covered with copious amounts of engine oil.

In recent months the engine dripped alarming amounts of oil from the rear engine oil seal. I decided to replace the oil seal. I got as far as removing headlights, guards and air cleaner when I noticed that the engine castings were of such a shape that oil from the air cleaner could run down the back of the engine over the oil seal and onto the ground ,the carby was also very wet .I did not want to replace the oil seal and find it was not the cause of the problem. In desperation I went to see Mr John Parsons who just happened to have a Burson oil filler neck 2CV6 repair kit on hand which we used to rejuvenate my original oil filler assembly .It is good not to chuck old stuff out.



We did the upgrade to the filler; it was a little tricky with some bits but after watching a couple of "how to videos" and a little team building we completed the upgrade. I put the 2CV back together and did a test run. The engine still leaked oil. I decided to carry out a crankcase pressure test .

Mr Graeme Dennes has amongst his outstanding articles on 2CV's workings an excellent article on the oil filler and how it works. You can look them up on CCCV Web site and also find out about the testing of 2CV crankcase pressure and the use of manometers.

On talking to Graeme he explained that he made his manometer by just buying a roll of 12mm ID clear plastic tube and draping it from the catch on the opened bonnet down on to the ground and back up



to the bonnet and then down on to the dipstick tube. Using this system the water level change can be easily seen with no chance of the water being sucked back into the engine unless you are a complete dill.

I tested the crankcase pressure. An adequate vacuum is about 50 mm + mine read approximately 300mm over a range of engine revs. On subsequent driving the air cleaner remained completely clean and dry, one problem solved and one possible cause eliminated.

I reassembled the car and drove 80 Kms and lost 1/4 of a litre of oil, It lost oil at high revs when the car was travelling at 100 Km. Oil from the engine was blown on to the transverse muffler and came off as dense smoke. The cars behind would disappear in a cloud of smoke. The rear oil seal had to be replaced.

Mr Parsons and I did this and to our eyes the new seal was perfectly seated in the crankcase. I have since found out that Mr. John Wyers has turned up a simple contoured punch that will gently push this seal into its correct position.

On the initial test runs the 2CV still lost oil from the rear oil seal at the rate of about 1/5 Ltr per100 Km when traveling at 100 kph.

I sulked and did nothing but drove the 2CV around and watched the oil levels closely. With time, a few 100 kms the oil loss became less and less .Now after a trip of 350 kms the oil level on the dipstick has dropped 2mm and the oil is starting to get darker and much easier to read on the dipstick - what joy! When parked after a run there is a small oil spot on the ground.

Has the oil seal realigned to the crankshaft or have the gods of oil leaks just smiled on me.? I have decided to just keep driving the 2CV and see what happens. What are your thoughts?

Don Scutt

Electronic Payment of Club Permit Renewals—VicRoads response



1. **Q.** Although the instructions say that both the applicant AND the Club Authorising officer must sign the form, there is only one space for a signature - I assume this must be for the authorising officer?
A. The Club Endorsement Form is solely for the club authorised officer to confirm that the member requesting the renewal is a financial member of the club and the vehicle for which the renewal is sought is registered to the club. This form was developed keeping the current Pandemic situation in mind to assist the clubs endorse a renewal request with minimal to zero contact. Where the Club chooses to use this form instead of signing the applicant's renewal form, the applicant must attach both the forms- where the renewal is completed and signed by the applicant and the endorsement form is signed and completed by the club.
2. **Q.** The editable PDF is set up so that the signature can only be added manually, so I would have to print it off, sign it THEN scan it to a PDF before emailing it back to the member AFTER I print a copy to put in the hard copy files AS WELL as updating the spreadsheet to show the permit has been renewed! IN addition, many members will simply send the form to me without filling in all the vehicle details - engine/chassis numbers etc - do I send it back and ask them to fill this info in before I authorise it, or do I fill in those details after referring back to my records? This is turning into a FULL TIME JOB!
A. The Club endorsement form is not a must and is to be used as an alternative method to endorse the permit renewal with minimal contact, as this was developed keeping the safety of the members in mind and to ensure a simpler process that would also assist the members in regional areas.
The completed form can be forwarded by the authorised officer as a photo or a pdf to the club member, as the online system has been designed to accept both. The signature field is non editable as VicRoads requires the signature of the authorised officer to verify the application and the signature against the records held. VicRoads would appreciate if the club can fill in the vehicle details based on the information held by the club and acknowledges the additional time required to fill in this form. However, the club can continue to choose the earlier process and request the members to forward the renewal form to sign and endorse the permit renewal request.
3. **Q.** The current renewal DOES NOT list the model - this is a NEW FIELD????
A. VicRoads does not currently record model details on its club permit database, as such this field can be left blank in the Club Endorsement form.
4. **Q.** To see how the system works, I set up a myVICROADS account online. All good EXCEPT when you log into your account, every vehicle you have registered with Vic Roads is shown EXCEPT any permit vehicles, and there is no way to add a vehicle to your account?????????
A. As advised to the AOMC and the Federation, club permit vehicles will appear in the myVicRoads account only if the club permit vehicle was previously linked to a customer id (licence or customer number). If any member wishes to proceed with the online renewal and at the time of the renewal does not see the club permit vehicle in their account, they must contact VicRoads call centre on 13 11 71 to have it linked. Please Note: This should be done when the permit renewal is due.



A look at a very special Citroën Jumper Van Conversion, featuring bodywork by Caselani and conversion by Pössl. Based on a regular Pössl RoadCamp R, the Wild Camp has 4x2 traction and a host of fancy upgrades which result in a final price of €86,000. The basic RoadCamp is €42,000! Either way, it's certainly a head-turning camper van. Please note this van is believed to be 5.4m long, not 6m as mentioned in the video.



INTERIOR CONVERSION VIDEO:

<https://www.youtube.com/watch?v=liPfs2xq3PY>



Tapered double bed at the back, with shower & toilet on the right, accessed by a rotating sliding door panel.





CAMPING

<https://www.youtube.com/watch?v=iinmlBjOtn8>

SHOW

<https://www.youtube.com/watch?v=EiCTu474nLE>



I met Andy Harris from Road Pro at Dusseldorf Caravan Salon and we went for a walk together around the halls of the event and some of that I captured on video. Here we have a look at and chat about the Citroen Wild Camp camper van which is in fact a Citroen Jumper dressed up to look like a 1948 Type H van

Alan Heath



Cit-In 2021

Registration Form

Book	Adults	Under 18
Now until 31 October 2020	\$260	\$130
1 November 2020 – 31 January 2021	\$275	\$137
1 February 2021 – 20 February 2021	\$290	\$145

Kids Under 5 FREE



Payment

Preferred

Direct bank credit to Citroen Car Club of Victoria

BSB: 633 000

A/C: 120 127 907

Please describe the deposit as "Cit-In [Surname]"

Please email this form to

| treasurer@citcarclubvic.org.au

Or post this form to:

| Treasurer | Citroen Car Club of Victoria

| 16 Maxwell St Ashburton VIC 3147

Cheque

Post together with this form at the above address.

Cheque payable to: Citroen Car Club of Victoria

Registration details

Names of Attendees	Fee (see above)	Special Dietary Requirements
Total Remittance	\$	

Please see over for additional information required.

Our preferred accommodation is at -

All Seasons Resort Bendigo www.allseasonsbendigo.com.au 03 5443 8166. Book by phone or email only.

We have reserved rooms here for Cit-In that will be held for us until July 2020 so we need to register ASAP.

Alternatively there is the Big 4 Caravan Park 3 Km away.

PROGRAM LISTED ON PAGE 19

Information required and to display your vehicle

Driver Details	
First Name & Surname	
Mobile number	
Driver License Number	
Email address	
Vehicle Information	
Can be altered closer to the event if needed)	
Model	
Car registration Number	
Year of manufacture	
Colour	



- Driver must hold a valid driver's licence and have it on your person.
- Vehicle must be registered and roadworthy and insured.
- All vehicles are to remain stationary and keys removed in the display area.
- No vehicle can be moved until the all clear that it is safe to commence leaving after 5.30pm. This is a longer than the past but has the advantage of being included in the festival with a big audience for the cars. The festival has plenty of entertainment on the day will make it worthwhile. Transport will be arranged for those who wish to return to their accommodation during the day.

Signature

All enquiries should be addressed to Peter Moloney

treasurer@citcarclubvic.org.au

Note: Some of the above information will be supplied to the Bendigo City Council for the Show and Shine registration. If you have privacy concerns, please advise but this will mean you will not be able to present your car in the show and shine

www.allseasonsbendigo.com.au 03 5443 8166.

BOOK BY PHONE OR EMAIL ONLY AND MENTION CIT-IN TO RECEIVE GROUP RATES.

IF YOU TRY TO BOOK ONLINE IT WILL APPEAR BOOKED OUT OR HIGHER PRICES LISTED.

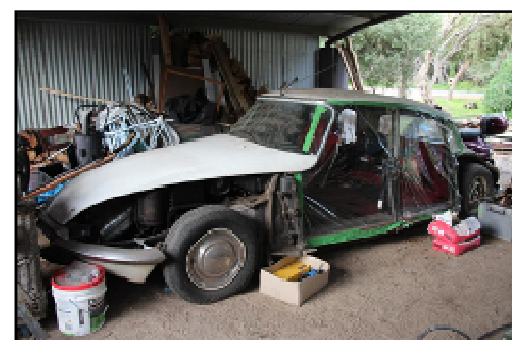
CITROËN PRAISE IAN HAMILTON 29/ JULY 2021



After reading Vangelis Donios' account "Why the Citroën DS is still the ultimate luxury car" in the August newsletter, I decided to send my little paean of praise to this most extraordinary of cars.

Like Vangelis my love came early: form four at Eltham High to be more precise. It was inextricably tied to yet another kind of love, that of a teenager for the opposite sex. The object of my desire (name sadly long since forgotten) asked me to walk her home. Who could possibly refuse such an offer?

That the direction of the maiden's home was directly opposite to my way home seemed a matter of little consequence. The trek made. The maiden bidden farewell. Reality gradually set in. I had missed the school bus & would need to hitch-hike.



Fortune favoured the brave. At least initially. An almost immediate lift as far as the service station at Research: halfway home all ready.

And there I stood. And stood. And stood. The distance to Kangaroo Ground seemingly grew more & more distant, & the necessity of milking our small herd of dairy cows more & more pressing.

The bright sunshine seemed to mock me. Sun dropped inexorably towards the horizon, so that thumbing a lift entailed squinting painfully into the glare.

Something glided out of the sun's rays & silently slid alongside. A woman in the front passenger seat asked whether I wanted a ride.

A ride? Sure. But in what!? This car (I was reasonably sure it was a car) looked like no car I had ever seen.

Climbing into the back, I seemed to be sitting on a couch, & as the car went forward, I realised that there was no transmission tunnel. I seemed to be sitting in a room.

Now I need to inform the reader that in 1965 the road from Eltham to Kangaroo Ground (& beyond) was not what you might call 'good'. Our family car was an aged FE Holden & trips to & from Eltham tended towards the bone-jarring at the best of times.

Imagine then, my absolute astonishment at seemingly floating over the road. Some of the worse potholes could be dimly heard, but not felt.



When my saviours deposited me at corner of my road, I seized the chance to examine this wondrous vehicle more closely, watched it till it was out of sight, then trudged up the dirt road homewards. I was stunned

I made it home for milking, saw the last cow wander out of the dairy, finished separating the cream, cleaned all the equipment and walked up to the house. Comments came then about how I had appeared to be stunned – had said nothing through the whole milking.

I then confessed to having hitch-hiked home. Tried to describe the car I had ridden in. I still remember after all these years saying that I wasn't sure whether it had been a car or a spaceship. The Goddess had a new devotee.

Fast forward to 2015 – a mere 50 years. Kangaroo Ground now just a distant memory, after more than thirty years living in Bendigo. Driving along Eaglehawk Road through Long Gully, a drive I had made innumerable times. A vacant block off to the left had been recently cleared of vegetation. Through the new window thus afforded I saw a car. Could it be?

Had to drive around the block to gain a better viewpoint. It was! A Deesse! I eventually figured out which house was the site of the car & left a note in the letterbox, asking whether the owner was interested in selling.

I was gratified to get a call, & to hear that the car was available. A visit was organised & I went around to discover that the car (one owner) was a 1974 D Special. I also discovered that it was in pretty parlous condition. Undeterred, I parted with some cash & the 'wreck' was mine! After parting with some more cash, a truck hauled the D Special to my house & deposited it in the driveway.

More minute inspection, & good doses of reason from concerned friends, eventually convinced me that Madame Citroën was beyond any real hope of repair. There was only a remnant piece of the boot lid & the entire rear of the vehicle was totally rusted out. The box sills on both sides were likewise almost non-existent.

That may well have been the end of the dream. That it wasn't, had a great deal to do with two Castlemaine Citroën fanciers. They amazingly thought of me when they had procured another 1974 D Special & even more amazingly, trailered the car down to Cape Schanck for me (having moved there from Bendigo). Some money changed hands yet again, & now I found myself with the greater part of two D Specials.

Fast forward more years to today. Today was spent in fitting four new mud flaps to Amélie and preparing her undersides to be rust proofed and sound deadened. Whilst on the hoist I removed both rear wheels, which joined the spare, to be sent off to have new tyres fitted (best old tyre to go on the spare wheel). I also removed the drum from the right-hand rear brakes in order to clean & check. Small tasks that signal the nearing completion of a dream.



Shortly I hope, the car will leave the haven of *Just Restos* in Dromana to go for a Road-worthy Certificate. After that I will be bothering people at CCCV with all the paperwork for Classic Car Registration, & just perhaps my long journey of restoration will be at an end.

Or perhaps, that is not really true: does that journey ever really end? There will still be the repaired clock to be wired in, the head lining to be cleaned or painted, the AM radio to be cured of its aerial problems, even perhaps one day an effort made to make the engine bay look as good as the outside of the car...

1977 Citroen GS Pallas

8/2020

For Sale: Citroen GS 1220 Pallas Series 2 1977
Unfinished restoration, complete car
Much loved unfinished project, must sell to repay costs

Recently painted original colour silver

Engine Number 0647072950
New clutch kit fitted
Rebuild Webber carburettor by Wilsons
New fuel pump fitted
Ceramic coated intake manifold and exhaust manifolds
Ceramic coated engine cowling
New engine and cam seals fitted
Valve Clearances Checked and Adjusted
New gearbox seals fitted
Engine and Gearbox ready to install
Various new suspension and brake parts ready to fit

Please contact me for various photos

Can arrange delivery at an agreed fee
Car Body Currently at Tropic Motors, Knoxfield
Remaining Parts garaged in Castlemaine

\$6,800 ONLY



Tom Allen
0488 993 447

NOTE: For illustration only.—
NOT ACTUAL CAR.

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www.pleiades.uk.com

For Sale: 1974 1220 GS Club

7/20

Dry stored and on blocks for 18 years this 1220 Gs Club is an excellent candidate for restoration. It appears to be original (it's certainly complete) but it may have had a replacement engine, has a strong valid tub with only a small amount of obvious rust (driver's side C pillar and battery tray), sound sills, doors and boot floor. A few cosmetic dents on various body panels. Engine turns over freely on the starter motor but on last recent attempt at starting it did not fire. The petrol pump was working well, and one plug was removed and found to be very soiled so that may have been the problem, but it could also be related to the condenser or points. The dashboard is in excellent uncracked condition, but the seat coverings have had it, door cards are not bad. Car is located in Turtons Creek (near Foster) and will need to be collected on a trailer, access is good. VIN: GXGB17GB2485. Engine No.: G106120612109262.

Reasonable offer please.

Contact: John Herbert

Ph: 03 5681 2242 (the best number to call or leave a message on)

Mb: 0428 858 408 (often not answered due to poor reception)

E: herbj12@gmail.com



Sales and Wants

Citroen 2cv6 club 1983

3/20

Red body with black guards and boot lid. 86700miles, I have owned this car for 14 years and travelled approx. 6000 miles. Work done during that period, Replace clutch, steering relay arms and guild ring in rack, brake discs and pads, muffler x 2 and wheel bearings etc. Recent work, recon alternator and full service, peen collar in gearbox and new tyres fitted. On club plates so not transferable, will supply VIC or NSW RWC. Genuine car, never had rust in floors, original chassis in GC. Paint in GC and presents and drives well. Location: Albury.

Vin NB.VF7AZKA009IKA96O1 and the price is \$17,900.00



Phone Geoff 0408431990



1951 Citroen Traction Avant Big-6

3/20

Almost complete restoration.

I am putting this vehicle on the market, because after 46 years, I realized I will never finish what I started. The job got too big for me, and I will not be able to enjoy the finished product as I thought I may. My body has become too inflexible.

Short story, I have not touched the old girl for about 10 years now. Car has been garaged and covered since purchased in 1974.

The original registration number was VK-977, last registered 16 / 11 / 1970. The engine serial number is PM04597. All the upholstery, is new fully replaced cowhide, never been sat on, head lining also replaced. Most of the expensive and awkward work has been done.

Things still outstanding:

- Brake cylinders have all new rubbers and shoes, sealed with brake rubber grease, and left untouched since serviced, missing a couple of nuts??
 - Full exhaust system, from manifold to rear of vehicle. Have manifold attachment flanges, made of stainless steel
 - A good radiator man to look at where an electric fan was to be mounted with bolts through core
 - Fuel tank will need removal to ensure all is clean and substantial (fuel evaporated over the forty years.
 - There is an alternator there, off Holden? and mounting bracket, if you go ahead, do in conjunction with radiator person.
 - About 50 % of the wiring will need terminating, all secured in place, have all the bits to complete this, though probably not enough old type terminals.
 - There is no carpet on the boot floor, lost it somewhere. Paint is IMPERIAL BURGUNDY spraying enamel 40 yrs ago.
 - The suspension is all set at minimum torsion, and she has sat on jack stands on underside strong panels while I've had her.
 - When first acquired the car had been up a gutter, had to rework one wheel, so did all rims to make wheels fit current tyre size that is a little fatter than standard (may have to have a bit of toe in adjustment). All tyres were brand new 20 years ago, no flat spots, never on ground
- Cockpit wiring is not completed though all components are present.

I have a heater box that will probably fit to the ducting and some other bits and pieces that may be of use.

No tyre kickers, no test drivers, no time wasters. Let my name and phone number loose at the CITROEN CLUB, or where ever all the Citroen lovers hang.

It is a true "barn find" that I reckon is a real bargain at \$14,000, or make a sensible offer, neither Jan (Wife) nor myself think 14K is enough, so offer more and it's yours.

Contact Phillip John Hibberd of Lara, Victoria. Phone: 03 52823059

Sales and Wants

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

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

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

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

Send to

The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

MEMBERS:

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

1985 Citroen 2CV Charleston

12/19

This has the biggest and highest output motor, the 602cc, couple with a 4 speed box, very cool shifting from the dashboard, has the disc brakes, the two-tone famous Charleston colours of red and maroon, new tyres. This is in great condition (bar a \$500-1000 fix to a drivers door scratch that we haven't fixed and have priced accordingly – maybe it doesn't bother you like it doesn't bother us) inside and out and underneath and under bonnet. Interior has been restored and mechanicals redone just before we bought it 5 years ago. Paint and glass and rubber are in good condition. The retractable roof was a bit worn and we replaced that with a brand new black factory piece specially ordered from Europe and had it fitted by a reputable auto upholsterer (Lee Bros, Albion) a few years back and is still in fabulous condition having been kept under cover since. This starts first pop every



time, has had the battery replaced in our time, stops well, runs well, steers well, cruises well. It is watertight with the new roof and the interior very nice. Under the bonnet has been fastidiously redone before our time.

Like a Kombi or an old Mini everyone loves the "deux chevaux" or "two horses" and you will get many admirers and comments when cruising. There is video via YouTube by clicking this link into your web browser.

<https://www.youtube.com/watch?v=3nhvtJrUjbE>

The car is in Brisbane and asking price is \$18,500.

Car is currently registered in Qld and VIN is VF7AZKA00KA0790017. Reg No: 967-VKV

Contact is welcome to john@edicustoms.com.au or phoning 0417 733 057



Sales and Wants

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

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



Citroen C5 2012

08/20

Model: X7 Attraction Sedan 4 dr Spts Auto 6Sp 1.6T (My12)

Kilometres: 41000

Price \$12500

Colour: Noir Perla Nero. Interior: Tan Leather

Engine: 4 Cylinder Petrol Turbo Intercooled 1.6L

Registered to: Jan 2021

Roadworthy Certificate: Yes

Release Date: Feb 2012

Registration : ZHD 390

Vin

No: VF7RD5FVABL548659

History: Owned by my father who no longer can drive, It gets driven approx. once a week and is In perfect working order. A few minor scratch happy to send images if required.



Contact Andrew—0412 482 236

DS Wanted

08/2020

I'm interested in purchasing a DS or DS23.

I am not fussed on the year or trim level but it needs to be in working order and the body needs to be in a reasonable condition.

I don't want a project car.



Contact:

Tony Conroy kerrieone64@yahoo.com.au

CX - 3 steel wheel rims - no charge

3/20

I have a set of three CX steel (not alloy) wheel rims if someone can make use of them.

No charge.

Contact Leigh Snell snelll@bigpond.net.au or phone 0427 812 945 or (03) 97721810

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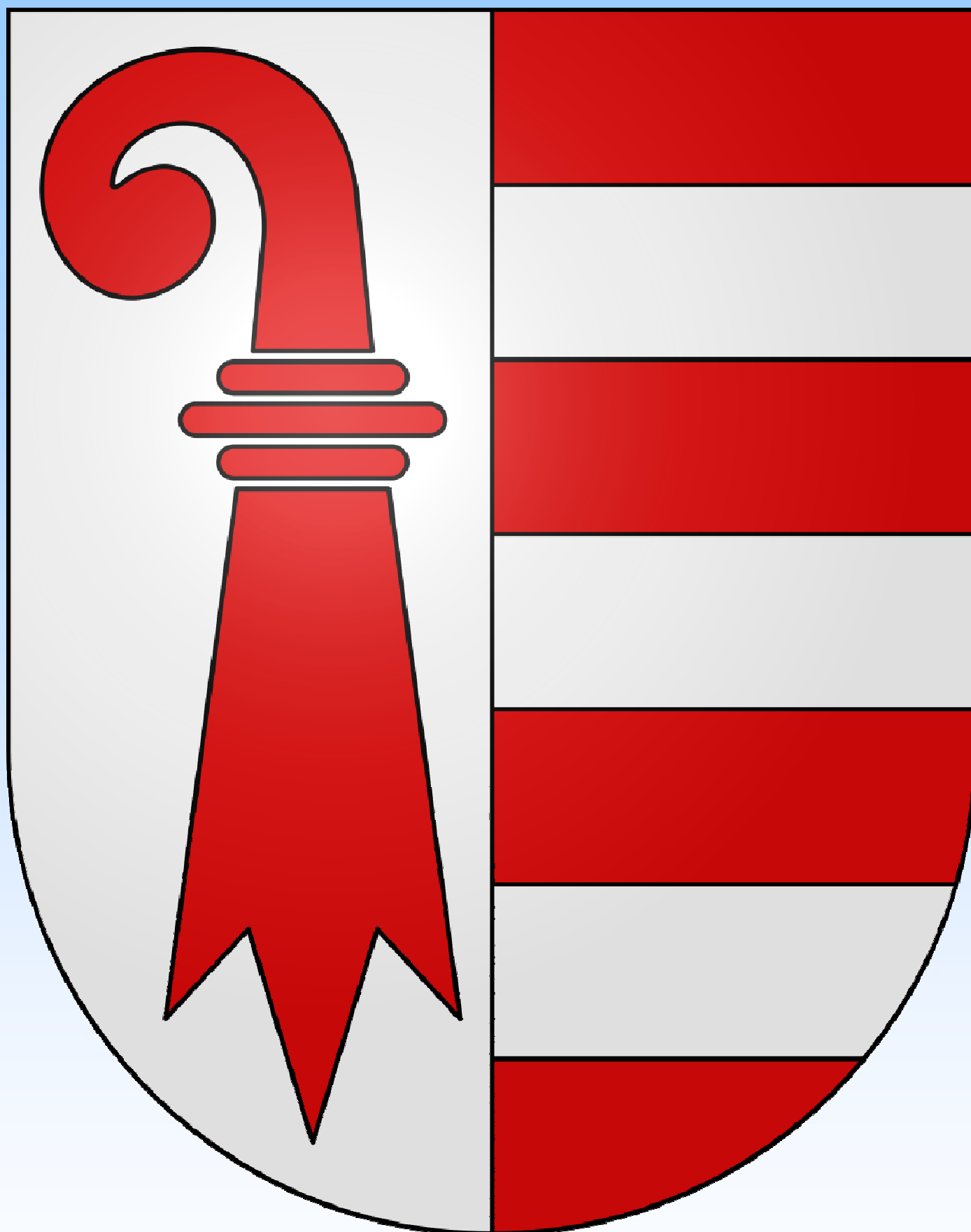
\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

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Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



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