

THE
CCCVA **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.
Internet: www.citcarclubvic.org.au

October 2023

This \$13.4 million Talbot-Lago is now the most expensive French car ever sold at auction.



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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

Club nights are held bi-monthly in our club rooms at 8/41 Norcal Road Nunawading, ON THE THIRD THURSDAY IN THE MONTH, starting in February. No club nights in January or December. Latest details on the club website and by email to members.

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

FRONT COVER.

The car world was expecting big things from one particular [1937 Talbot-Lago](#) earlier this month, and, well, the vintage ride did not disappoint.

The coveted T150-C-SS Teardrop Coupe in question—chassis No. 90107—sold for a record-breaking \$13.4 million at [Gooding & Company](#)'s live auction at Florida's Omni Amelia Island Resort on March 4. Shattering the pre-sale estimate of \$10 million, it's now the most valuable French car ever sold at auction and the most expensive [Talbot-Lago](#) in existence.

The car was one of only two examples of the all-alloy Modèle New York body style from the coachbuilder, and the only one extant. - Credit: Photo by Mathieu Heurtault, courtesy of Gooding & Company.

<https://sports.yahoo.com/13-4-million-talbot-lago-160000049.html>

IMPORTANT:

VicRoads has advised the Club that, due to a processing error, it has identified that around 2,000 club permit renewals were recently sent without logbooks. VicRoads says that it is in the process of sending all affected permit holders a logbook and an explanatory letter. Therefore, if you are a permit holder and have received your renewal without a logbook you need not be concerned, you will receive one in due course.



I think a record has been broken. Last night the club decamped to the Elsternwick Hotel for our monthly club night and I was surprised to see that not one, not two but three

huge tables had been reserved in our name. Last time we held a club night there we had 20 people but this time round we had 30! Seems that word is getting around and the pub nights are becoming more popular by the month. It was really great to see a number of faces I've not seen before at a club event and even better to see them immediately embraced with genuine enthusiasm. We had members come over from New Zealand and Tasmania. Sadly we may not have time to hold another one before the end of the year but fear not, there are plenty of events yet to go.

The AGM is rapidly approaching, and we are in need of a few volunteers. Primarily we need a new editor for the club magazine. Brian James has been doing a sterling job for about 10 years now and has decided that the November issue will be his last. He's happy to talk to anyone interested and guide them through the current process of putting the magazine out. For a full list of committee positions have a look at the

AGM special edition. All of them are available and there are no real prerequisites for joining. If the elected positions sound too daunting then there are general committee positions for those who want to have a peek behind the curtain of how the club runs and provide some input. Also in October is the French Car Festival which is shaping up to be a great

event. No registrations are required, just turn up on the day with as many Citroens as you can muster.

For November CCOCA have invited us to join the Yea Gardens weekend. RSVP is a must and details are on the website. For those hunting for a bargain or just enjoy some rummaging, the Bendigo swap meet is also on. If you're undertaking a restoration they might just have the bit you're looking for.

It's amazing to think that Christmas is now only 2 months away and honestly, I'd swear it had only just been. To cap off the year we have the annual CCCV/CCOCA Christmas BBQ held at Frog Hollow in Camberwell. With some renovations to the park looming, it may well be the last one we have there for a while. It is always a great day and the carpark turns into a mini show and shine. RSVPs are essential refer to the club's website for details.

Michael Faulks
President

NOTE: AGM

**THURSDAY 19TH OCTOBER
DINNER AT 6.00PM**

We are always looking for new committee members so this is your opportunity to contribute to club affairs and functions.

We will be having a meal prior so an **RSVP** is required with any dietary requirements stated on the RSVP –

RSVP to: peterm@crosstrees.com.au

FRONT COVER

Talbot-Lago
See page 2

BACK COVER

French delights coming up at Yarra Valley Farmers Market
See back page.

*The Newsletter proudly printed by Snap Printing
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berwick@snap.com.au*

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

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



NOTICE BOARD



Club password for the month: This has now been deleted and by simply logging on to the CCCV website: www.Citcarclubvic.org.au you can view all sections including the newsletter without having to remember a monthly password.

New Members . CCCV welcomes the 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 \$18.00 per litre as at 10/11/21 (see p/27 for your closest rep) Unfortunately we have had to increase this charge because of rising purchase cost to the club. It is still well below retail price.

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

Events Calendar

Draft Activities Program

2023

NOTE: Club nights are held bi-monthly in our club rooms at 8/41 Norcal Road Nunawading, Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH, starting in February. No club nights in January or December. Latest details on the club website and by email to members.

Club nights now start at 7.30pm.

Oct	07	METEC Khanacross event. (Check CCCV web site.)
	19	Club night—AGM
	22	French Car Festival –Patterson Reserve. Hawthorn.
Nov		Run—CJ Dennis gardens TBA
Dec	10	Combined COCA/CCCV spit roast. Frog Hollow Reserve 25 Fordham Ave Camberwell Vic. RSVP ESSENTIAL SEE P/8

Monthly 1st- Chit-Chat Tuesday Chit-Chat Tuesdays will be at Laneway Espresso Café – next door to Dromana Hotel – from 10 am onwards. This is a low-key “DIY” event for likeminded Citroen owners to meet and chat. Contact: Warwick Spinaze 0407 016 719 **CCOCA & CCCV event for coffee & chat.**

Monthly BOY’S DAY OUT-Port Arlington Golf Club-
WHEN: The fourth Thursday each month and the third Thursday in December (See p/7) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate. **CCOCA & CCCV event for coffee & chat.**

2024

Mar 22-25 CITIN RELOCATED TO DEVONPORT TASMANIA
<https://citcarclubvic.org.au/cit-in-2024/>
Full details on club website

Fortunately, we have been able to secure a new location at Devonport on the Tasmanian North West Coast and have booked the recently opened luxury Accor Novotel, situated on the banks of the scenic Mersey River opposite the East Devonport Spirit Ferry terminal. The previously advised dates of 22nd - 25th of March 2024 will still apply so your members will not need to change your Spirit of Tasmania bookings.

DO NOT DELAY YOUR BOOKING

CCCV Club Advice Line

Traction Avant	Ted	Cross	9819 2208	SM	Lee Scholte	0407 150 038
2CV	Dave	Rogers	0422229484	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirk	Kirkcaldy	9363 2464	XM & modern models	Salman Chaudhry	0410 040 505
GS/GSA	Andrew Smith		9755 2439		Don Scutt	9807 8999
ID/DS	Contact CCCV			C2/C3	John Fedorko	0438 597384
BX	John Wyers		9787 6280	C6		
CX/C5	Graeme McDonald		0409 134 836			

Forthcoming Club Events

October 7th @ 8:00 am - 3:00 pm

METEC Khanacross – Peugeot Car Club of Victoria

The Peugeot Car Club of Victoria has extended an invitation to CCCV members to attend and participate in its annual METEC Khanacross event. The event will be held at the METEC Driver Training Facility, 112 Colchester Road, Bayswater North.

Scrutineering will commence at 8am and competition will commence at 10am. Competition will conclude around 3pm.

Supplementary Regulations and entry forms are available from the Peugeot Car Club of Victoria website.

A Food Van will be onsite for the day.

Address: METEC Driver Training Facility
112 Colchester Road Bayswater North, Victoria

October 19th Thursday

Club night AGM

NEW CCCV EDITOR POSITION AVAILABLE

Our editor has decided to take a break and will not be standing for re-election at the October AGM. Additional new members are also required for the committee. This is your chance.

Don't hesitate to put your  up at the AGM

<p>French Car Festival Sunday October 22 2023</p> <p>Patterson Reserve 484 Auburn Road Hawthorn Vic 3122 (northern gate near pedestrian crossing)</p> <p>Gates open 9.00 am Entry Fee \$10 per car</p>		<p>Large Displays of Cars</p> <p>Concours for each participating Club</p> <p>Club t-Shirts, Badges, Caps etc for sale</p> <p>Coffee Van on site</p> <p>BYO Picnic Lunch</p>
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CIT-IN 2024 DEVONPORT TASMANIA



Hint: View our Brief Events Schedule.... Life is fun, Dress like it!!!

REGISTRATION NOW OPEN

"Here is the link" to the website where you can find Brief Events Schedule & Registration Form

<https://citroentas.org>



AUSTRALIAN NATIONAL Show & Shine EUROA

Proudly Supported by **Strathbogie SHIRE COUNCIL**

Show Vehicles \$10 including Driver
Show Bikes \$5 including Rider
General Public \$5 Kids Free

This year's event theme is **The 1960s FASHION PARADE**
 Prizes for the best period costume for both men and women.

SUNDAY OCTOBER 1st. 2023 8am to 3.30pm
MUCH MORE THAN JUST ANOTHER CAR AND BIKE SHOW!

Over 40 trophies • Unique and exceptional cars from all eras • Bikes • Tractors
Live Music | Food Stalls | Craft Market
Children's Entertainment
Special Screening "Wide Open Road"

Trophy Presentation at 1.30pm
 PLASTIC BOTTLE FREE EVENT
 Water Refill Stations On-site

Pre Purchase Tickets

BD NORTH EAST ELECTRICS, MOTHERS, AUTOBARN SHEPPARTON, DONLEN & CO, EUROA GAZETTE, EUROA PRINTERS
 Just Cuts Shepparton, Aerodrome Automotive, Automotive Super Balance, Maskell's Customs & Classics, Central Tyre Service, Euroa H Hardware, Strathbogie Physio, RBA Financial Services, Euroa Hotel, Soda's Ice Cream

Ian Langlands 0415 763 978 | euroashowandshine@outlook.com | www.australiannationalshowandshine.com.au

Online ticket sales up and going: If you look at the poster there is QR Link for On Line ticket Sales is on poster take a photo and this will take you to Ticketbooth or follow the link attached.

<https://events.ticketbooth.com.au/event/australian-national-show-and-shine-euroa>

All is up and running and we are taking bookings, if clubs are coming as a group we need a call to allocate space. Call Ian on 0415 763 978

Enquiries: Ian 0415 763 978

e. euroashowandshine@outlook.com

w. www.australiannationalshowandshine.com.au

Combined CCOCA & CCCV Christmas Spit Roast

This year your Club will be subsidising a spit roast lunch for you to enjoy at our end of year gathering.

There will be a selection of roast meats and salads including those Christmas favourites, honey glazed ham and free-range pork with crispy crackling.

For Dessert there will be plum pudding with brandy custard along with other decadent festive dishes.

Special Dietary Requirements will be catered for. (See Registration Form)



- WHEN:** Sunday 10 December 2023
- TIME:** 12.00pm
- WHERE:** Frog Hollow Reserve
25 Fordham Ave, Camberwell VIC
- COST:** \$20 per person
Individuals other than immediate Member's family \$40 per person
- RSVP:** Essential Friday 1 December
- BOOKINGS:** [CCOCA REGISTRATION](#) [CCCV REGISTRATION](#)
- BRING:** Tables, chairs, glasses, BYO drinks and nibbles
- FURTHER INFO:** l.dennes@bigpond.net.au

CCCV LINK: <https://form.jotform.com/232253676315860>

YEA OPEN GARDENS WEEKEND 2023



Nominated private town and country gardens will be open to the public

DATE: Saturday 11 and Sunday 12 November 2023

Visit some wonderful gardens of the Yea district, walk and admire these beautiful spaces and meet their proud owners.

ACCOMMODATION: Telephone only, do NOT book online

Alexandra Motel & Motor Inn
76 Downey Street Alexandra 3714

Friday 10 & Saturday 11 November

Phone 03 5772 2077 Bade or Cassie

This Motel will be held exclusively for our Citroën group until 10 October 2023.
There are limited rooms, so book early!

RSVP ESSENTIAL:

REGISTER BELOW

No later than

Sunday 29th October



Further Information will be available closer to the event. Including entrance fees.



[Marg Towt](#)

CCOCA ATTENDEES REGISTRATION <https://form.jotform.com/231631921794863>

CCCV ATTENDEES REGISTRATION <https://form.jotform.com/231632411571851>

Citroën Rosalie 15 “Speedster Jean Daninos”

August 2023



A recreation of the 1933 Rosalie 15 “Speedster” originally conceived by Jean Daninos.

<https://citroenvie.com/citroen-rosalie-15-speedster-jean-daninos/>

Mr. Jean Daninos, creator of the Facel Vega, was noticed by André Citroën and joined Quai de Javel in 1928. He was twenty-seven. A specialist in the construction of all-steel bodies, he worked in collaboration with Mr. Raoul Cuinet, Director of Bodywork Studies. He traveled several times to the United States to Budd and Chrysler as Citroën had a keen interest in purchasing Budd’s massive presses to stamp body sections for the upcoming Traction Avant.

It was on these occasions that Daninos immersed himself in the American Chrysler style and interpreted it on the 1932 Citroën C4 Roadster of which 300 were produced.

Responsible for special bodywork, he produced three personal Citroën prototypes, the last of which was a 1933 Rosalie Speedster inspired by Chrysler Imperial 8.

André Citroën refused his presentation in the Concours d’Elegance on the pretext that the company would not sell any more of their Rosalie 15 Cabriolets production models.

Mr. Jean Daninos is purported to have used it as a personal vehicle until 1934. He then sold it, in his words ; “to someone who did not know what he was buying, would have demolished it by using it off-road to finally end up in the scrapyard...”. No trace of the original car has been found since.

This re-creation by Alain Lassalle of that one and only car was carried out between September 2007 (the start of the study), and June 2019 for its presentation at the Celebration of the Citroën centenary at La Ferté-Vidame.

Alain Lassalle’s career spans more than 40 years in the automotive industry as an engine architect at Citroën, after-sales then MATRA Automobile pre-projects and concept-car architect at D3 Pininfarina.

With the help of documents from Citroën and the Amicale Facel Vega, and the drawings of Jean Daninos, an all-steel prototype as would have been done by Jean Daninos was built on a Figoni chassis. Over 5,000 hours have been devoted to the project



Reconstruction was based on these identification numbers from vehicles of 1933:

Rosalie 15A n° 651.888 du 01/03/1933 for Title

Rosalie 15A n° 650.716 de septembre 1933 For body

châssis 10U12 n°186811 du 14/12/1933 équivalent to 15

This Rosalie 15 Speedster is built on the 10U12 “ladder” chassis with 1.42 m of track and 3.15 m of wheelbase, identical to that of the 15. Its elongated bonnet and its “C6” body line characterize its style. The monocoque body is made entirely of steel and bolted to the frame. The openings are equipped with side windows missing from the original. Body parts 15 are modified, lengthened, deployed according to the drawings of Mr. Jean Daninos... The steel trunk is independent of the body and has an opening hood.

The original “Speedster” was probably powered by a 2.7-liter side-valve Rosalie 15. This reconstruction is powered by a rare Rosalie 15 “Bernard Lyon” 3.4 liter carburetor version.

It is a 4-seater “Speedster” upholstered in imitation leather under a mechanical hood with three hidden arches in its cache when opened.

It has been displayed at the following shows :

EuroCitra 2014 Le Mans en châssis

ICCCR 2016 half body

First 100% show Centenaire Citroën 100 July 2019

Automédon 2019

Epoqu’Auto 2019

Bourse de L’Aigle 2019

Art Auto Groussay 2021

Auto Moto Rétro Rouen 2023

Currently for sale at €80,000, the “Speedster” has covered only 150 km since its re-construction.

Collectible French gray card

Known replenishment history

Unique model in the world

Inventory of costs and parts available

French “Collection” Title

Located in France. Contact: Marc Moret-Baily. Email: mmb.sm@orange.fr or call + 33 6 12 71 44 32.



SM Flambé

August 12 2023



A recent incident with a Citroën SM in Toronto reveals the caution that needs to be taken when working on any old car, especially an SM.

An original first owner of a 1972 SM decided to sell his car and contacted one of our Club members. He and another Club member who also owns an SM, went over to the owner's house to try and start the car and move it to one of the member's industrial unit to "freshen it up" to assist the owner in selling the car.

The car had been driven occasionally and serviced about 4 years ago, when it developed a LHM leak in the brake pedal mechanism. That was repaired and the owner raised up the car to store it for winter, placing blocks under the car. Covid and other issues resulted in the car not being moved or even run from that period to current.

The Club members arrived to find the SM backed into a garage which was packed with so much stuff around it that you could barely open the driver's door to get inside the car. Firewood was piled up beside the car on the passenger's side. The battery was deader than a door-nail.

After briefly trying to put a boost to the battery from their car, the two Club members realized they could not get the car to start. Continuing to try would not be a wise move as an SM should not be excessively cranked as its starter could overheat.

They left to further consider other options in removing the car from the garage, but not before noticing there was oil on the ground, and oddly there was a fuel pump added on the firewall where the fuel filter would normally reside. They asked the owner if there was insurance on the car in the event they could get it going and it could be driven over to the industrial unit. The answer was that he had let the insurance lapse as the car was not being driven.

The Club members pointed out the value of insuring the SM, roadworthy or not. At some point it would have to be driven and he should definitely put insurance on the car. Classic car insurance was obtained (at a relatively minimal value) and roadside assistance was created which the owner took advantage of the following day in order to try to get the car started.

After a bit of "tinkering" by the tow-truck fellow (we don't know what was done other than the battery boost), he got the car to run and the rear raised up but not the front. The tow-truck driver left at that point. →



Coming up with what he thought would be a clever idea, the owner felt that if the back had risen up, it would be possible to just drive the car off the front blocks and onto the driveway. But of course, the SM is front wheel drive and he did not consider the weight that would rest on the front blocks if the front suspension would not rise.

He removed the rear blocks and then he got in the car put it in gear and tried to drive forward, but the front wheels just spun. Eventually he gave up and went back into the house to formulate a new strategy with his wife on how to move it.

Some moments later there was a pounding on their front door and a neighbour told them to get out of the house as the garage was totally on fire.

Well, the bottom line is that the house nearly burnt down. The garage, loaded with scrap and wood and the SM, were all totally destroyed. It will be many months until the house is repaired and liveable again.

Thank heaven the fire did not happen when the owner was in the SM as with all the junk around the car, he most likely would not have been able to get out of the SM in time to save himself.

Luckily for them the insurance company did payout on the policy for the SM, but only for the insured value of the car. It was certainly worth more and then there was the hassle of dealing with their home insurance company explaining the damage was the result of a burning SM in the garage!

Let this be a lesson to all that if you are going to work on an SM that has been stored for some time, know what you are doing and take proper procedures.

Delete one SM from Canada!

<https://citroenvie.com/sm-flambe/>

My thanks' to Lee Scholte for this article. Ed.



A Citroën SM as it should look.....For illustration purposes



BANGERS

Welcome to The Meat Room!

We are small-batch Salami Specialists using delicious free-range pork sourced from locally grown pigs.

TMR Owner, James Mele, is passionate about meat, and loves to travel to meet farmers, producers and fellow foodies.

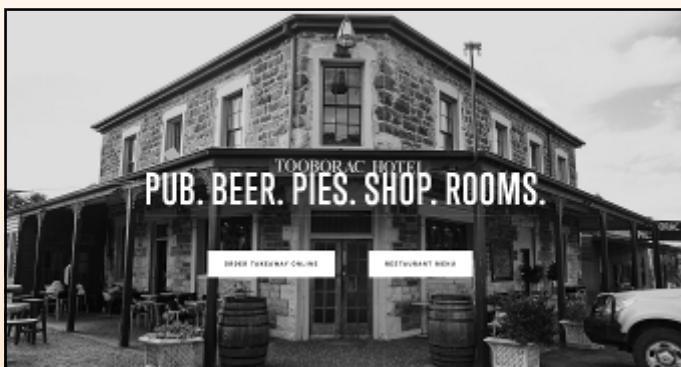


Image above: Dave Rogers.

The Tooborac Hotel is a country hotel built circa 1857 with an onsite brewery. It is the oldest National Trust listed country pub in Victoria - renowned for being family friendly with a warm and inviting atmosphere. An ideal destination for clubs, groups and families.



Drive to Meat room above & lunch at Tooborac Hotel right.
Images: Nick Hutton

S & MASH

“Bangers and Mash Day Dash”



On Saturday the 2nd September, in perfect, bright and sunny, spring weather, twenty-seven members and guests in thirteen cars (including two non-Citroëns, and one not even French – sacré bleu) undertook the Club’s “Bangers and Mash Day Dash”. A drive (and more of a meander than a “dash”, but “dash” gave a nice poetic ring to the event name) into the countryside to the north of Melbourne. The meeting place and starting point for the drive was the Mill Park McDonald’s, not the most suitable place to start a day designed to showcase some gourmet foods, but palatable coffee at least.

From this starting place, the route to the first destination for the day, The Meat Room at Kilmore East, was intended to be somewhat circuitous to avoid main roads and take in some nice country scenery. However, a combination of heavy Saturday morning traffic and several sets of traffic lights resulted in the drive leader losing, at the first turn off the main highway, about three quarters of the cars following. When those that followed the intended route arrived at East Kilmore they found that most of the “lost” cars had arrived long before by taking the shorter and faster way straight up the main highway. There was some suspicion, in fact, that getting themselves dropped from following the intended route was a deliberate ploy by the crews of these cars to allow them to get to The Meat Room ahead of the pack to give them first choice of what was on offer.

The Meat Room, an artisanal butchery, smallgoods manufacturer and bakery, proved to be a popular destination and in the 30 minutes that drive participants spent there its stock was heavily denuded. After time at The Meat Room, which included a guided tour of its produce gardens as well as gourmet food shopping, the drive group headed off for its lunch destination, the historic Tooborac Hotel and Brewery. The drive from Kilmore East to Tooborac again followed a route designed to avoid main roads and showcase country scenery, and included about 40 km of gravel road to keep things interesting. On this leg of the drive most participants followed the planned route and there was a general consensus that it was a very enjoyable drive and for most it was central Victorian countryside that they had never seen before.

The Tooborac Hotel proved to be a great venue and here participants (with a few exceptions for dietary reasons) enjoyed the “bangers and mash” part of the day. The sausages, the “bangers”, being from The Meat Room. Those that ate the “bangers and mash” got a very generous serve of three different sausages, mashed potato, peas (of course) and a cranberry jus. To top off the very enjoyable lunch, from all of the drive participants cars the publican selected his car of the day and awarded the owner two 4-packs of the Hotel brewery’s artisanal beer.

Congratulations to Peter Moloney who won this for his DS.

Nick Hutton.



Drive to Tooborac Image: Nick Hutton.

Cars & Motorbikes Stars of the Golden era

It has been repeatedly proven that Mister Ford can't resist classic British luxuries like the 1966 Austin Healey 3000 Convertible. The 1966 Austin Healey 3000 was made with the combined efforts of various companies such as MG, Jensen Motors, and BMC. Having said that, the current estimated price of the 1966 Austin Healey 3000 is close to \$60,000.

The Austin Healey is a sports car that the British automaker manufactured from 1959 until 1967. The manufacturer exported around 92% of all the cars it manufactured in 1963, mostly in the US. The 3-liter car was successful, winning many European rallies and races in classic car competitions. The car has a top speed of 121 mph.

<https://www.facebook.com/photo/?fbid=735707381694348&set=a.612646447333776>



Actor Harrison Ford in his 1966 Austin Healey 3000 Roadster



Another variation.

Car Museum

<https://www.facebook.com/groups/1712630748969016/>

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1936 Willys 77 Sedan and the new 1936 City of San Francisco streamliner. The train oozed the elegance of old world travel. In 1936 the car was sold at a price below \$500, making it one of the cheapest American cars of its era. The car was also highly economical, delivering 25 miles per gallon. The train was in service from June 14, 1936 - Last service May 1, 1971.



Story by Jason Murphy

14/09/2023

Salt could save the world. A new battery technology is emerging, and it's cheap. It could be the material that finally makes big batteries inexpensive and powerful. You find sodium sitting right under lithium in the periodic table because they share similar chemical properties.

Periodic Table

1 H Hydrogen																	2 He Helium
3 Li Lithium	4 Be Beryllium											5 B Boron	6 C Carbon	7 N Nitrogen	8 O Oxygen	9 F Fluorine	10 Ne Neon
11 Na Sodium	12 Mg Magnesium											13 Al Aluminium	14 Si Silicon	15 P Phosphorus	16 S Sulfur	17 Cl Chlorine	18 Ar Argon
19 K Potassium	20 Ca Calcium	21 Sc Scandium	22 Ti Titanium	23 V Vanadium	24 Cr Chromium	25 Mn Manganese	26 Fe Iron	27 Co Cobalt	28 Ni Nickel	29 Cu Copper	30 Zn Zinc	31 Ga Gallium	32 Ge Germanium	33 As Arsenic	34 Se Selenium	35 Br Bromine	36 Kr Krypton
37 Rb Rubidium	38 Sr Strontium	39 Y Yttrium	40 Zr Zirconium	41 Nb Niobium	42 Mo Molybdenum	43 Tc Technetium	44 Ru Ruthenium	45 Rh Rhodium	46 Pd Palladium	47 Ag Silver	48 Cd Cadmium	49 In Indium	50 Sn Tin	51 Sb Antimony	52 Te Tellurium	53 I Iodine	54 Xe Xenon
55 Cs Caesium	56 Ba Barium	57 La Lanthanum	72 Hf Hafnium	73 Ta Tantalum	74 W Tungsten	75 Re Rhenium	76 Os Osmium	77 Ir Iridium	78 Pt Platinum	79 Au Gold	80 Hg Mercury	81 Tl Thallium	82 Pb Lead	83 Bi Bismuth	84 Po Polonium	85 At Astatine	86 Rn Radon
87 Fr Francium	88 Ra Radium	89 Ac Actinium	104 Rf Rutherfordium	105 Db Dubnium	106 Sg Seaborgium	107 Bh Bohrium	108 Hs Hassium	109 Mt Meitnerium	110 Ds Darmstadtium	111 Rg Roentgenium	112 Cn Copernicium	113 Nh Nihonium	114 Fl Flerovium	115 Mc Moscovium	116 Lv Livermorium	117 Ts Tennessine	118 Og Oganesson
Lanthanides and Actinides																	
58 Ce Cerium	59 Pr Praseodymium	60 Nd Neodymium	61 Pm Promethium	62 Sm Samarium	63 Eu Europium	64 Gd Gadolinium	65 Tb Terbium	66 Dy Dysprosium	67 Ho Holmium	68 Er Erbium	69 Tm Thulium	70 Yb Ytterbium	71 Lu Lutetium				
90 Th Thorium	91 Pa Protactinium	92 U Uranium	93 Np Neptunium	94 Pu Plutonium	95 Am Americium	96 Cm Curium	97 Bk Berkelium	98 Cf Californium	99 Es Einsteinium	100 Fm Fermium	101 Md Mendelevium	102 No Nobelium	103 Lr Lawrencium				

- Alkali metals
- Alkaline earth metals
- Transition metals
- Post-transition metals
- Metalloids
- Reactive non-metals
- Noble gases
- Lanthanides
- Actinides
- Unknown properties

The way lithium ions function is essentially the same way sodium ions do. Sodium plays the same role in the battery, with the major downside being that sodium atoms are bigger and heavier.

“Manufacturing-wise, it’s a drop-in technology,” Deakin University’s Alfred Deakin Professor Maria Forsyth [told Cosmos magazine](#) in a recent interview.

Using sodium instead of lithium makes a battery less efficient per unit of weight, but much cheaper. Sodium can also make other parts of the battery easier to work with, including anodes and current collectors, making batteries even cheaper.

All these reasons are why a sodium-battery car has been [unveiled in China in 2023](#) (made by [JAC Motors](#), which doesn’t sell into Australia). Major [Chinese manufacturer Chery](#) (which does sell into Australia) has leapt on board too, pledging to use a sodium ion battery from [mega-battery maker CATL](#) in a new car soon.

While Western manufacturers may make tiny volumes of electric vehicles (EVs) for branding and regulatory reasons, China is pumping out millions. Its cost-conscious consumers have driven down the price and are a big reason for the rising EV penetration in Australia. BYD and MG are both Chinese brands — even the Teslas that Australia gets are all made in China.

The lithium problem

Lithium is tricky. It's rare. Not as rare as gold, but rare. And it's not available to every country. We have a lot, but China, not much. That is highly motivating when trade wars loom. Sodium, meanwhile, is everywhere and available to everyone.

Lithium is lightly concentrated in the earth's crust. To mine a kilogram, you need to dig up an awful lot of ore. The world has 22 million tonnes of lithium which is sufficiently concentrated and close enough to the surface to be viable to dig up.

Let's do the maths. There are eight kilograms of lithium in a small EV battery. So those 22 million tonnes could make almost 3 billion car batteries. However, there are 63 kilograms of lithium in a Tesla Model S battery, meaning that lithium would make only 350 million such batteries. That's not enough.

Australia buys a million new cars a year. The world buys 60-75 million new cars each year, and rising. If all cars had Model S batteries we'd have enough lithium for six years. If all cars had small batteries, we'd have enough lithium for 60 years. Either way you can see a case for an alternative to lithium batteries.

The price is high

Lithium's price has oscillated wildly recently, before settling at 200,000 yuan a tonne of carbonate (a salt form of lithium that is stable). At current exchange rates that is A\$41,000 a tonne, or \$41 a kilogram of lithium carbonate. Lithium carbonate is about one-fifth of lithium, by weight, so the price of pure lithium is about \$200 a kilo.

But recently lithium carbonate prices have been as much as three times higher, as this chart shows.

You can see why a year ago it became vital to expedite lithium alternatives. The falling price of lithium since then is partly due to extra work by lithium miners to find reserves and exploit them. But to some extent it may also be an acknowledgment that alternatives have progressed.

We need more EVs

Australia is late to electric vehicle adoption. Only a few percent of new vehicle sales are EVs. We'll have internal combustion engines on the road for a very long time. The reason people aren't buying EVs is they are expensive. The cheapest new EV is about \$40,000 compared with about \$20,000 for the cheapest new petrol car.

Manufacturers need to figure out a way to make EVs cheaper if they are going to capture the bottom end of the market and chase cheap fossil-fuel vehicles off the road. That's where sodium-ion batteries come in. They are heavier and less powerful per kilogram than lithium-ion batteries. But they can still play a role in many vehicles where power and speed aren't so vital.

Lithium is not the only thing in a battery, but using sodium is expected to make batteries 30-40% cheaper. It's easy to imagine a future with two tiers of EVs. Jaguars and Teslas will have lithium batteries and go like a rocket, eating up hundreds of kilometres before needing a charge. Meanwhile most people drive cheap Chinese EVs with smaller, cheaper, less powerful sodium batteries, an upside of which is they won't blow up like lithium ones.

Sodium batteries can also do a lot of good work in stationary energy. It's likely there'll come a point where using lithium in batteries that don't move around seems wasteful. Turning our renewables into reliable power depends on dispatchable, cheap storage. Sodium batteries could easily fill that role.

Sodium batteries are a much more realistic prospect than the recently floated plan to turn every farmer's dam into [a little hydro station](#). The sad reality of using gravity to store electricity is it's simply not very efficient. You need large vertical distances, and preferably a substance much heavier than water to make it generate significant electricity at small scale.

The future is not in fresh water. It's in the brine.

There's still a \$20,000 price premium for EVs, and that will last for some time if we're stuck on lithium. Sodium offers the possibility of a two-tier battery situation in EVs — cheap, heavy EVs with sodium batteries and expensive lithium batteries for the most expensive cars. That's not so different from the range of power options and fuel types in combustion engine cars, and is likely the answer to fully electrifying our fleet.



British Motor Museum



The British Motor Museum is not just home to vehicles but cherished recollections of so many people. Ralph came to visit for the first time in several years recently and, as a former specialist welder in the Longbridge Experimental Department, he has fond memories of this Austin Mini sectioned car in the Collections Centre.

Being asked to cut a Mini in half is quite surprising but not for Ralph! "It was a normal thing in the experimental department" he said. "I remember working on the car back in 1964, preparing for Earl's Court. It took 2 or 3 weeks to cut and the engine had to be taken out and refitted". They needed a Mini to practise on first so Sir Alec Issigonis gave them one of his to try it on, of course! 🤪

1927 Citroen B14 sedan with much of the restoration work done. 10/23

I'm told it was chassis, diff, body, interior roof and headlining and engine but engine has not turned over in 10 yrs.

The doors haven't been painted, propshaft is out, running boards new but not painted, windows there but out, dash there but out, so far only pedal box missing but the previous owner is looking for it.

It has original owners handbook, various publications and history of owners through to 1982

1936 saw a very famous obstetric surgeon owning it at cost of \$5 pounds...

- An easy one to finish off



- Asking \$7500 ono
- Ph 0431 603 536
- Pick up red hill Vic.

Andy



For sale – collection of Citroën models and memorabilia 9/23

Sam Neumann has to sell a large collection of Citroën models and memorabilia accumulated by his late brother. Sam would like to offer the collection to a Club member before publicly advertising. Some indicative photographs of the collection follow below.

The collection is located in Geelong. If any member is interested in it, Sam can be contacted on:

0400 602 417 to discuss a viewing.

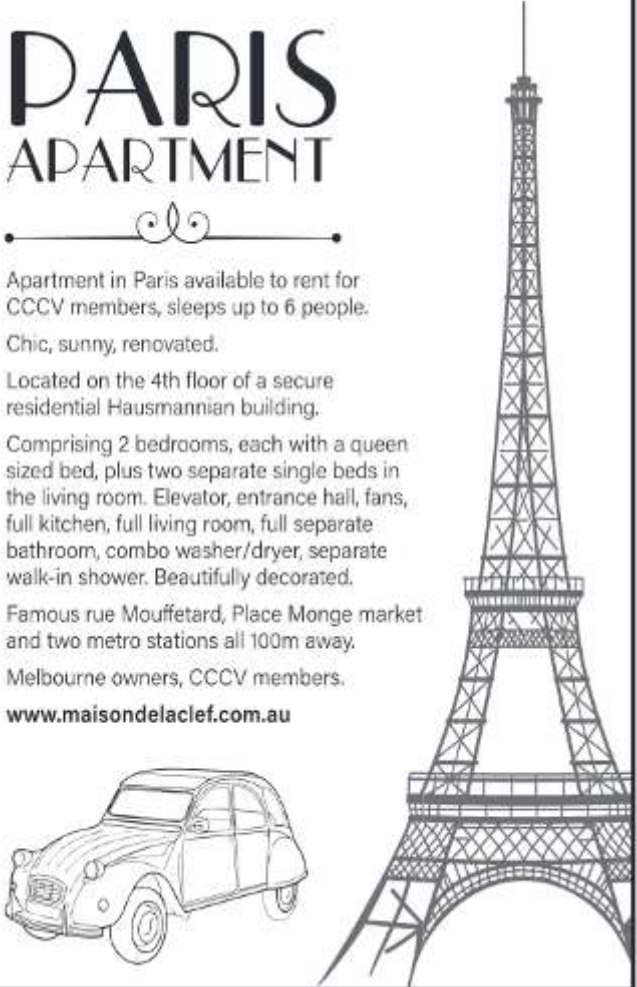
See below



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Melbourne owners, CCCV members.
www.maisondelaclef.com.au



HELP

07/23

Member Brian Watson is seeking help with an issue with his Series 1 C5 wagon.

Brian writes. "I am very much enjoying owning my C5 wagon (almost as good as my Xantia!). The only disappointment with the car is when I went to test the cruise control I changed radio stations, so, at this point I realised there was no cruise control. Would it be possible to retrofit a genuine C5 cruise control? I assume the cruise control functions are performed by the computer, so in theory I need to fit the cruise control stalk and connect it into the wiring system. Am I being over optimistic? Has anyone attempted this? Any information would be appreciated".

If any member can assist Brian with this issue, please call (03) 9008 6124 or e-mail him at:

brian@desktop-eda.com.au

Sales and Wants

NOTICE

Graeme Dennes has revised his Technical Tips article on 2CV maintenance. This is revision no. 15 and Graeme comments that the article has been increased by 24 pages to make a total of 71, with new material added as follows:

1. operation of the brake master cylinder;
2. how to *thoroughly* bench bleed the brake master cylinder and why we should do it;
3. why two pumps may be needed to firm up the brake pedal;
4. 2CV electrical wiring diagram;
5. why the 2CV battery may keep going flat;
6. 2CV carburettor choke vacuum actuator adjustment;

plus, many improvements and added clarifications throughout the article.

This revised article has been posted to the Club's website

WANTED

10/23

A Starter motor, or parts thereof, for A 1962 ID19. Namely a replacement spring, or, even better, a complete starter motor from which he can scavenge the part he needs.

Contact: at phillip@wetareas.com.au, because due to the volume of spam and scam calls that he receives he does not answer unidentified callers on his 'phone.



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



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email: pleiades.sawtry@gmail.com
www.pleiades.uk.com

Sales and Wants

For sale 1986 Citroën 2CV Dolly

07/23

Member Nerida Firman has a 1986 Citroën 2CV Dolly for sale. Nerida writes “we have owned this wonderful, lovingly cared for, vehicle since it was passed down to me by my late father 12 years ago. She, this 2CV, holds great sentimental value to us, but with 2 small kids and 2 dogs we are just not getting to enjoy her as often as we’d like. Therefore, we have decided it’s time to see her go to a new home who will love her as much as we do. She is in great condition, has only done 66,305 miles, and there have been no faults/problems that we know of. She is currently on Club plates (not transferable) and we have had her serviced over the years.” Specific information is as follows:

- Make – Citroën
- Year – 1986
- Model – 2CV Dolly
- VIN – VF7AZKA00KA248141
- Odometer – 66,305 miles
- Exterior colour – two tone blue
- Interior colour – grey
- Vehicle condition – very Good
- Location – Bendigo
- Selling price – \$29,850



If interested contact Nerida on mobile 'phone 0418 637 432, or e-mail neridafirman@gmail.com.

Wanted Citroen DS

09/23

* Front nose piece for a 1967 DS/Id19B Aluminium-- Air deflector with the crank handle hole in it. (original DX 85100).

* 2 radio surrounds 1 in steel and 1 in plastic to fit 1967 to 1969

- 1969 DS interior mirror, to suit slopy dash (chrome base).

Thanks, hope someone can help,

1st contact: june.cranmer@gmail.com

Wanted to buy C3 Pluriel- in any condition

07/23

Club member John Froehlich is seeking to buy a C3 Pluriel in any condition, but preferably a complete car.

If you can assist John with a purchase, please contact him by email at

froehlichjohn42@gmail.com or

'phone 0490 004 342.

HELP... ME WITH MY DS PLEASE

8/23

Due to house renovations, member Alistair Maclean is looking for storage for his D Special. He requires the storage initially for two months, over August and September, and then from late October to mid-2024. Alistair lives in Richmond, but anywhere in the Melbourne region will suit him. If you can assist Alistair he can be contacted by e-mail at:

alistairmaclean@icloud.com or by 'phone 0419 850 125

For Sale – 2007 Citroën C5 Diesel

8/23

Non-CCCV members Jessica and Simeon Branca have for sale a 2007 Citroën C5 Diesel. They have advised the following information about this vehicle:

- 6spd auto;
- 184,000 km on the odometer;
- leather interior;
- auto sunroof;
- registration – currently on Tasmanian plates and to be sold without a roadworthy certificate – see comment following;
- VIN – VF7RCRHRJ76826487;
- Comment – the car is clean and running well, so we took it to get a Vic RWC, but before a RWC can be obtained we were told that the following issues need to be rectified:

Report

Both front struts leaking oil – minor

LHF strut oil return line broken off – requires replacing

RH upper engine support mount torn and separated – replace

Front suspension castor bushes worn out & oil contaminated – replace

Hydraulic oil feed & return lines leaking at firewall area – time consuming to access, will require complete lower sub-frame removal

- Asking price – \$3,000 ono.

If interested please ring Simeon on 0437 662 567 or e-mail to jesssc@hotmail.com



FREE.....

07/23

Lou Citroen (not a member of CCCV, but yes that is his real name!) has contacted the Club to advise that he has the parts in the list following that came from a C5 Estate that he bought new in 2004 and owned until 2019:

- water pump;
- tensioner pulleys;
- cam belt;

original Citroen coolant and a small quantity of suspension fluid.

Lou comments that they are all in very good condition, but that the belt is from a routine changeover so probably not a good idea to re-use in an engine. You can view photographs of the parts by clicking [here](#).

These parts are free to anyone who wants them. If you are interested in any of these parts you should contact Lou direct to sort out with him how to get them to you. Lou's contact details are:

phone - 0411 715 139

e-mail - citroen@optusnet.com.au



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Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

BASTILLE DAY

FRENCH FESTIVAL
MELBOURNE



Dear Brian

Bonjour ! Although the 2023 Bastille Day French Festival - our celebration of all things French in Melbourne - has come and gone for another year, there are still plenty of fun French things to do. Read on to find out all about:

- the perfect excuse to take a trip out to the Victorian countryside this Spring,
- a fantastic opportunity to become a part of the Bastille Day family: and
- how you can feed your inner photography connoisseur!

Time: 9.00am to 1.30pm

Fête à la Campagne

We are thrilled to announce we are taking the taste of the July festival on the road and heading to Country Victoria for our first ever Victorian *Fête à la campagne* (French Festival in the Countryside).

Join us on Sunday 15 October as we showcase French cuisine, culture and entertainment at the Yarra Valley Farmers Market in the vineyards at the Punt Road Winery, Coldstream.

Enjoy a sample of French themed stall holders, sounds of French performers and the sights of French festivities including: Tempt your taste buds with French foods such as delicious mussels, frites and more

- Browse our gorgeous French stalls and get a jump on your Christmas shopping
- Be seduced by the sounds of our tantalising French performers
- Enjoy celebrating the 100th anniversary of mime artist Marcel Marceau
- Book the family into the escape room French mystery experience
- Practice your French language skills amongst French expats, Francophone's and Francophiles



For more information, visit <http://www.yarravalleyfood.com.au/farmers-market.asp>

SUNDAY 15TH OCTOBER PUNT HILL WINERY 10 St HUBERTS ROAD COLDSTREAM

Time: 9.00am to 1.30pm