

THE
CCCVA **NEWSLETTER**

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

September 2023



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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

**French Car
Festival
Sunday
October 22
2023**

**Patterson Reserve
484 Auburn Road
Hawthorn Vic 3122
(northern gate near
pedestrian crossing)**

**Gates open 9.00 am
Entry Fee \$10 per car**



Large Displays of Cars

**Concours for each
participating Club**

**Club t-Shirts, Badges,
Caps etc for sale**

Coffee Van on site

BYO Picnic Lunch



At our last club night John Parsons and Ian Downie put their hands up to give a talk about some projects they've been working on. In John's case it was an update of his 1930s C6, a project which is admirable in both its scope and quality of execution. Starting with a rolling but fairly run down chassis and body he stripped everything back to the bare timber frame and rebuilt from the ground up. After a staggering amount of work the body is painted and the engine is back together poised to be reinstalled into the frame. Some fairly major milestones I'm sure you'll agree. Following this Ian gave a talk about his quest for better cooling system performance detailing his efforts to make the stock system better before ultimately throwing it out and installing a thoroughly modern system with vastly improved results. In some cases there is a reason they don't build them like that anymore.

Having a more technical focus to the club night inspired me to finally tackle a few jobs on the DS that have been lingering on for most of this year. The first and most pressing was to investigate the origin of what all DS owners fear, a large re-occurring green puddle under the front of the car. Pulling the front wing off revealed masses of oily sludge in the wheel arch.

Diving further in behind the inner wing revealed the sub 12 month old front suspension boot had given way. While in this area I took the opportunity to grease all the suspension joints on both sides and can now feel happy that for now I have a leak free Citroen. I think an ongoing plan for the club nights will be to keep them more technically focused as the assembled group seemed very much engaged by the topics. Following on in that vein, the DS technical weekend is coming up with general maintenance demonstrations by two Citroen mechanics. It should be a very informative day for those wishing to get into the world maintaining their cars.

This month we have the bangers and mash drive up to Tooborac which should be great fun. I'm very much looking forward to hearing about the day from those who are going. The big ticket item is the AGM in October. I know I wrote this last month but just a reminder that all positions (even president) are up for grabs. It would be good to get some new ideas and voices on the committee for next year. If any of you would like to join the committee we have general positions and more formal ones available so feel free to contact me to discuss.

One final thought, a founding club member mentioned the other day that in 2 years time the club will be turning 60! It would be great if we could start to record some of the club's history so I urge everyone to write a piece about their time in the club so that we can tell the story of a club that has grown from 10 people in 1965 to 260 and hopefully more in 2025 from those that lived it

President: Michael Faulks

FRONT COVER

1930s Art Deco Citroen Petite Rosalie Racing Car at 1stDibs | art deco racing car posters, art deco racing.

BACK COVER

Citroen vintage poster.

*The Newsletter proudly printed by Snap Printing
Factory 2, 8 Enterprise Avenue; Berwick.
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 transactions begun through contacts made in the CCCV.

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: Micky Jovanovic. 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/31 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.

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.**

Sep	2	Club run—Bangers & Mash (see club website for full details)
	21	Club night—Pub meal
	24	DS Owners Tech Day Peter Moloney's Workshop
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.

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		
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		0409 134 836			

Forthcoming Club Events



DS Technical Day

When: Sunday 24 September 2023

Where: Unit 9 / 91 Clifton Grove
Carrum Downs

Time: 10.00am to 3.00pm

If you own a DS and would like to be more involved in its basic maintenance than you currently are, then this event is for you. We have the expertise of two DS gurus, a hoist and a car and intend to cover such basic maintenance activities such as engine oil and filter change, gearbox oil change, all the grease points (and where to find them), LHM filter cleaning and fluid renewal, air filter cleaning, distributor servicing etc. We will have both hoist and bench demonstrations plus handouts. A sausage sizzle lunch will be provided.

Numbers are limited and RSVP is necessary to:-

Dave Rogers at drogers11@gmail.com

N.B. On arrival you **MUST** park in the street. Parking between the units or up by unit #9 (top left of the block) is not possible.

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.

Don't hesitate: put your



up at the AGM

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
QR Code

Logos: Shepparton Volkswagen, gmcu, BURTON'S IGA, TRIPLE 95.3, Nutrien Ag Solutions

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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

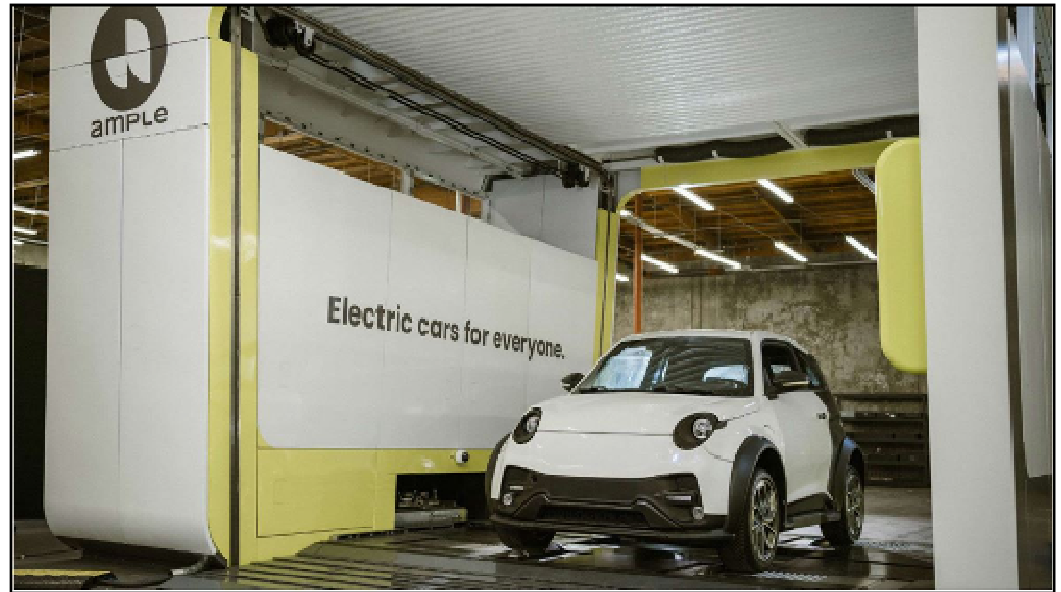
Enquiries: Ian 0415 763 978

e. euroashowandshine@outlook.com

w. www.australiannationalshowandshine.com.au

EV Battery Swap in 5 Minutes

We like to talk about range anxiety, but the reality is we're dealing with charging anxiety when it comes to EVs. It's great that an electric vehicle can cover 300 miles on a charge, but if the infrastructure is sparse and, in many cases, [not working correctly](#), the ability to cover hundreds of miles on a single charge just means you're hundreds of miles from home if things go sideways.



Yes, the infrastructure is improving, and a big driver of that is government-funded financial initiatives for charging station companies to improve uptime. [Automakers are adopting Tesla's NACS](#) (North American Charging Standard) after the initial push by Ford — a company that sent employees out into the field to see how well the charging network was working and seems to have determined not well enough and signed a deal with Tesla.

Another group of seven automakers has [decided to take the charging infrastructure issues into their own hands](#). They've announced a new charging network that will allegedly rival and overtake Tesla's Supercharger network — good news until you realize it'll be a year before their first station goes live.

Swap, man

But there's another way to keep EVs on the road, and Daimler's truck and bus division Mitsubishi Fuso is testing out a solution from Ample.

[The Northern California startup](#) has had battery swapping stations on the ground in the San Francisco Bay Area for a few years, servicing select drivers with specially modified cars. Partnering with Mitsubishi Fuso to outfit the latest version of the company's eCanter electric light-duty panel trucks validates Ample's business model and could keep those delivery trucks on the road far longer during the day.

There's another way to keep EVs on the road.

Like the testing taking place in Northern California, the panel trucks vehicles will pull up to a station and be lifted into the air, and a series of tiny robots would remove and replace proprietary battery modules in a targeted time of five minutes. The batteries that were removed were stored and charged in a side compartment as the station gets ready for another swap.

Earlier this year, Ample unveiled its latest station iteration that cuts the swapping time from 10 minutes to five and reduces some of the complexity to increase robustness. It also showed off the taller swapping station needed to accommodate light-duty trucks like the ones from Mitsubishi Fuso.

It's a big jump from a company that years ago felt like it would be eclipsed by a growing charging infrastructure that, as of yet, [has not materialized in any way it should have](#).



YOUTUBE.COM

Citroen Concept made with cardboard!

This is the funkiest concept car in the world, the Citroen Oli. This Ci...

<https://www.youtube.com/watch?v=WVVK8ApbG34>



AVANTE - GARDE CITROËN

The Stark Contrast Between Today's Tesla and Citroën in the 1950s

July 29, 2023



People compare the innovations brought to the automotive world by Tesla to what Citroën accomplished in the 1950s. Granted there are similarities; Tesla beat the record for the most cars sold in a day when their Model 3 was launched, besting the record held by Citroën since 1955 when the DS was introduced at the Paris Auto Show. Both cars set a new benchmark in the automotive industry with technology that needed to be proven viable to the public.



DS introduction at the Paris Auto Show in 1955



Tesla Model 3 introduction photo

But the manner in which they supported their customers are polar opposite. Case in point:

In 1956 Citroën soon realized that the DS was so advanced that some engineering/assembly issues were plaguing initial customers. The company established a few “secret teams” that would venture out to any DS that had broken down at the side of the road and repair it, often overnight! It was all about protecting the brand and keeping customers happy.





It was reported this week that Tesla created a secret team to suppress thousands of driving range complaints as a result of their dashboard readouts in their EVs providing overly optimistic projections as to how far owners could drive before needing to recharge.

Thousands of customers have been contacting Tesla to resolve the problem.

Tesla CEO Elon Musk issued a directive about a decade ago that, for marketing purposes, company software engineers would write algorithms for its range meter that would show drivers “rosy” projections for the distance their Tesla could travel on a full battery. When the battery fell below 50% of its maximum charge, the algorithm would show drivers more realistic projections for their remaining driving range. To prevent drivers from getting stranded as their predicted range started declining more quickly, Tesla designed with a “safety buffer,” allowing about 15 miles of additional range even after the dash readout showed an empty battery.



Tesla CEO Elon Musk

In response to customers calling about what they believe to be a driving distance problem, Musk created a secret support centre in Las Vegas, Nevada where he installed a team to pacify customers. But they operated with a “Diversion Team” strategy and Tesla employees were instructed to thwart any customers complaining about poor driving range from bringing their vehicles in for service.

In reality, it was a pacify approach by offering nothing more than lip service. There was no technical solution offered, in fact, “Advisers” would often run remote diagnostics on customers’ cars and try to call them. They were trained to tell customers that the EPA-approved range estimates were just a prediction, not an actual measurement, and that batteries degrade over time, which can reduce range. They would then offer tips on extending range by changing driving habits.

If the remote diagnostics found anything else wrong with the vehicle that was not related to driving range, advisors were instructed not to tell the customer and to close the case.

Tesla also updated its phone app so that any customer who complained about range could no longer even book a service appointment. Instead, they could request that someone from Tesla contact them but it often took several days before owners were contacted because of the large backlog of range complaints.





In contrast to Citroën's commitment to customers 60+ years ago, the environment in Tesla's Las Vegas office had some employees celebrating cancellation of service appointments by putting their phones on mute and striking a metal xylophone, triggering applause from coworkers who sometimes stood on desks.

The diversion team was expected to close about 750 cases a week. To accomplish that, office supervisors told advisers to call a customer once and, if there was no answer, to close the case as unresponsive, the source said. When customers did respond, advisers were told to try to complete the call in no more than five minutes. Staffers were tracked on their average number of diverted appointments per day.

To make matters worse, in late 2022, managers aiming to quickly close cases told advisers to stop running remote diagnostic tests on the vehicles of owners who had reported range problems. Thousands of customers were told there is nothing wrong with their car by advisers who had never run diagnostics!

Had Citroën operated in the manner Tesla has, the DS would have lasted about as long as the Edsel. But these days, with marketing hype and the deplorable level that "Customer Service" has become with many Fortune 500 companies, the measure of success and customer satisfaction is judged by a whole other set of benchmarks, — a stark contrast to Citroën in the 1950's and a sad indication as to how automotive leaders like Tesla operate in this day and age.

You can read more about Tesla's customer support initiative, or lack thereof here: <https://www.reuters.com/investigates/special-report/tesla-batteries-range/>



Tesla Model 3 above

CITROËNVIE!

Cars & Motorbikes Stars of the Golden era

Golden age of Hollywood actor Cary Grant on the front cover of the 1958 BMW Isetta 300 U.S. brochure – Park Ave., New York 22, N.Y. “The most exciting car on the American Highway!”

As the 1950s dawned, BMW found itself in a rather precarious position. The company had two remarkable models in the 507 Roadster and the 503 GT, but they were too expensive for most Germans to purchase in the years following the war and worse, motorcycle sales were also falling off. A solution was found at the 1954 Turin Car Show in the form of a three-wheeled microcar called the Isetta (little Iso), produced by Italy's Iso Rivolta.

After licensing the car, BMW's engineers did a full revamp, during which the little three-wheeler gained a fourth wheel and a larger engine. By the time they were done, no parts were interchangeable between BMW's version and Iso Rivolta's.

Dubbed the “motocoupé” by BMW's marketing team, the Isetta received a few changes during its seven years of production. In addition to the displacement increase for the Isetta 300, sliding windows were fitted, along with a smaller rear window. The resulting 1958 model was called the Isetta Moto

Cary Grant (born January 18, 1904 – November 29, 1986)

He was one of classic Hollywood's definitive leading men. He was nominated twice for the Academy Award, and was honoured with Academy Honorary Award in 1970, and the Kennedy Center Honor in 1981

He was named by American Film Institute the second greatest male star of the Golden Age of Hollywood in 1999.



1958



BMW ISETTA '300' and '600'

...the most exciting cars
on the American highway!



MISS RINGGOLD
WITH HER NEW 1958
BMW ISETTA "300"

BMW ISETTA '600' SPECIFICATIONS

ENGINE:

BMW aluminum 5 cylinder, 4 cycle engine
Cylinder arrangement: horizontally opposed
BORE: 74mm (2.91")
STROKE: 68mm (2.68")
CAPACITY: 582 cc
COMPRESSION: 5.3:1
VALVES: 20 v
VALVES: overhead valves
CLUTCH: Single plate dry clutch
LUBRICATION: forced feed gear type pump
ENGINE POSITION: rear
CARBURETOR: downdraft with accelerator pump

ELECTRICAL EQUIPMENT:

Dismountable stator and generator 12 V/130 Watt
Battery 12 V/31 ah

TRANSMISSION:

4 forward speeds and 1 reverse
at forward gear a full synchromesh
DIFFERENTIAL: Gear Helix
Ratio: 5.42:1 = 38.7 teeth

CHASSIS FRAME:

Rigid tubular steel frame, welded

WHEELS:

Steel disc type. Spare wheel with tire
TIRE SIZE: 5.20-10
STEERING: worm and nut, springs not influenced
by special geometric, kinematic steering
axles, turning circle diameter 26 feet

WHEEL SUSPENSION:

Front and rear independent swing arm, coil
spring, double acting shock absorbers

BRAKES:

Four wheel hydraulic brakes. Emergency hand
brake on rear wheels.
Total brake lining area: 64 sq. inch.

DIMENSIONS:

Track, front: 46.6 in. Overall length 115 in.
Track, rear: 45.15 in. Overall width 55 1/2 in.
Wheelbase: 66.25 in. Overall height 54 1/2 in.

WEIGHT:

Net 1166 lbs

ROAD PERFORMANCE:

Max. speed: 68 miles per hour
Climbing ability: in fourth gear over 7% grade
Fuel Consumption: Approx. 58 miles/U.S. Gal.
Specifications subject to change without notice.

U.S. DISTRIBUTOR

Fadex Commercial Corporation
487 Park Avenue
New York 22, N.Y.

WEST COAST:

519 West 15th Street
Long Beach, California

BMW ISETTA '300' SPECIFICATIONS

ENGINE:

BMW aluminum stroke cylinder four-cylinder engine
BORE: 72 mm (2.83")
STROKE: 65 mm (2.56")
CAPACITY: 294 cc
COMPRESSION: 7.0:1
POWER: 13 HP
VALVES: Overhead valves, push rod operated
LUBRICATION: Gear type pump
ENGINE POSITION: Rear
ENGINE POSITION: Right hand side, transverse
located forward

ELECTRICAL EQUIPMENT:

12 Volt 50 Watt Generator
STARTER: 22 Volt motor

TRANSMISSION:

BMW four forward speeds, all reverse gear, all
attached to the engine
CLUTCH: Single plate dry clutch
FINAL DRIVE: Bevel gear mounted drive shaft and
internally enclosed, fully adjustable chain drive in
middle

CHASSIS FRAME:

Rigid tubular chassis frame

WHEELS:

Split rim disc wheels. Spare wheel with tire
TIRE SIZE: 4.00 x 10
STEERING: worm and nut, reduction steering gear,
swallow frame of the upper 24 inch
WHEEL SUSPENSION: independent front wheel sus-
pension, parallel axle, coil springs and hydraulic
shock absorbers. Rear wheel suspension, quarter
spring coil springs and telescopic hydraulic shock
absorbers

BRAKES:

Four wheel hydraulic brakes. Brake diameter 7 1/2"
Total brake lining area: 64 sq. in.

DIMENSIONS:

Track, front: 47.2 in. Overall length 103 in.
Track, rear: 25.4 in. Overall width 55.3 in.
Wheelbase: 54 in. Overall height 52 7/8 in.

WEIGHT:

Gross Weight: Approx. 770 lbs.
Carrying Capacity: 507 lbs.

ROAD PERFORMANCE:

Max. Speed: 55 miles per hour
Climbing Ability: First gear: 7 in 3
Fuel Consumption: Approx. 62 miles/U.S. Gal.
Specifications subject to change without notice.



SMARTEST IMPORT!



New Distinctive BMW (Isetta) "600"
2 doors 4-5 seater



FIRST IN FUN!

COMPLETE 4 WAY VISION!

See everything—from, back—to the
sides. Sliding side windows are
an extra convenience.

60 MILES PER GALLON

(regular gas)

You're never caught short on the
road thanks to auxiliary gas tank
for instant switch-over.

EASIEST PARKING!

No other car so completely answers
the need for relief from traffic
tie-ups, scarcity of parking space.
BMW Isetta "300" parks anywhere!

ALL WEATHER PROTECTION!

Heater and defroster
standard equipment.

RIGID TUBULAR STEEL FRAME!

Found only in the luxury class cars.

4 WHEEL HYDRAULIC BRAKES!

Stop on a dime. Turns completely
within a 24-foot circle. Hugs the
road tight at all speeds!



Make the
"Hot Test."

SWING-AWAY FRONT DOOR

with movable steering column that
permits entering and exit without
crouching.

4 cycle air cooled overhead valve
engine for instant cold-weather
starting. No anti-freeze needed!

2-3 seater

THE ONE CAR THAT GOES ANYWHERE

perfect for station hopping,
shopping, clubbing. Fun to be seen
in—more fun to drive!



BMW ISETTA '300' and '600'

offers complete coast to coast service. Free checkups at 300, 1000 and 2000 miles!

Tesla Semi Lookalike Spotted In China: Design, Interior Strikingly Similar



High-volume production of the Tesla Semi hasn't even started yet, but a Chinese doppelgänger appears to have already emerged. A Tesla owner spotted the Semi lookalike on a freeway in China – the camouflaged test mule lay on a trailer flatbed, apparently in transit for summer testing.

A Twitter user shared the clip, in which the narrator mentions that the electric semi-truck was on its way from Hefei, a city in China's central-eastern Anhui province, to Turpan in the Xinjiang province.

It is possible that the truck belongs to Chinese automaker JAC Motors, which manufactures passenger cars, commercial vehicles, and EVs. The company has multiple factories in Hefei as per Google Maps.

At first glance, the camouflaged truck seems nearly identical to the [Tesla Semi](#). But scan it closely and you'll notice the absence of the signature wraparound glass and lack of wing mirrors. The Chinese knockoff even has digital camera housings above the windows.

When Tesla first showcased the Semi, it had camera-based wing mirrors, but they were placed at the rear of the cab, unlike the ones we see on its knockoff. Last year, the Austin-based brand dropped the digital mirrors for traditional wing mirrors.

The Tweet suggests that the Chinese truck could have vision-based advanced driver assistance systems (ADAS). Although it could also have radar. A square cut-out that appears to house radar sensors is seen in the video. Moreover, it has a glass roof, unlike the Semi.

The rest of the exterior design appears strikingly similar to the Tesla. The cab-forward stance with a sloping front fascia, the wheel design, and even the lower air intake looks identical. The driver-focused interior appears heavily inspired by the Semi as well. It gets a central driving position, two big screens on either side and a passenger seat on the rear right side.

In the second Tweet embedded above, a similar JAC truck is seen, albeit with different visual elements. Its mirrors, wipers, and front section are visibly different from the camouflaged prototype. Its location translates to "Heavy Vehicle Branch of Anhui Jianghuai Automobile Group Co., Ltd, Hefei."

It's not the first time that we're seeing a Tesla Semi-double. In 2019, California-startup [Neuron EV showcased two electric vehicle concepts](#) with Tesla design cues.

Design similarities often invite legal troubles, as was the case between Tesla and Nikola – the latter alleged that the [Elon Musk](#)-led brand was involved in patent infringement with respect to the Semi's design. But Nikola [dropped the \\$2 billion lawsuit](#) last year.

Deliveries for the Tesla Semi started in December 2022, with initial batches going to PepsiCo and its subsidiary Frito-lay. Mass production is [unlikely to begin until late 2024](#)



CCCV July club night at Eastland Cinemas.

For a short while, CCCV have decided to hold our club nights alternatively in another venue such as a restaurant or cinema. Ten members attended.

In July, it was to be a movie night at the Eastland Cinemas. The film: "OPPEMHEIMER"

Julius Robert Oppenheimer ([/ˈɒpənhaɪmər/](#) *OP-ən-hy-mər*; April 22, 1904 – February 18, 1967) was an American [theoretical physicist](#) and director of the [Manhattan Project's Los Alamos Laboratory](#) during [World War II](#). He is often called the "father of the [atomic bomb](#)".

Born in New York City to [Jewish](#) immigrants from Germany, Oppenheimer earned a [bachelor's degree](#) in chemistry from [Harvard University](#) in 1925 and a [doctorate](#) in physics from the [University of Göttingen](#) in Germany in 1927. After research at other institutions, he joined the physics department at the [University of California, Berkeley](#), where he became a full professor in 1936. He made significant contributions to theoretical physics, including achievements in [quantum mechanics](#) and [nuclear physics](#) such as the [Born–Oppenheimer approximation](#) for molecular [wave functions](#), work on the theory of [electrons](#) and [positrons](#), the [Oppenheimer–Phillips process](#) in [nuclear fusion](#), and the first prediction of [quantum tunneling](#). With his students, he also made contributions to the theory of [neutron stars](#) and [black holes](#), [quantum field theory](#), and the interactions of [cosmic rays](#).



Above source: Wikipedia

During World War II, Lt. Gen. Leslie Groves Jr. appoints physicist J. Robert Oppenheimer to work on the top-secret Manhattan Project. Oppenheimer and a team of scientists spend years developing and designing the atomic bomb. Their work comes to fruition on July 16, 1945, as they witness the world's first nuclear explosion, forever changing the course of history. Source: Film trailer

After the movie, we headed to the Pancake Parlour for a range of light meals and delicious desserts.

One note: Even two weeks after the movie, the ears of the editor were still ringing and hissing as a result of the extensive and insanely loud sound throughout the movie. Ed.

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>

Qld green light for 'game-changing' car immobilisers

Story by John Crouch



Queensland Police Minister Mark Ryan wants secondary car immobilisers made mandatory nationally. © Jono Searle/AAP PHOTOS

Queensland wants secondary car immobilisers included in cars nationwide as it begins a trial of the thief-busting device in the state's north.

The trial in Townsville, Cairns and Mt Isa allows eligible people to apply for a \$500 voucher towards a secondary engine immobiliser in a bid to see if they should be mandatory.

Engine immobilisers, which are usually activated using a vehicle's key, have been mandatory in all vehicles in Australia since 2001.

However, police say thieves often get around this by breaking into a home and stealing the key. Secondary immobilisers only allow the engine to be started using a unique code, adding more security because the car cannot be used without it.

Queensland Police Minister Mark Ryan said more than 2000 applications for vouchers had been made in 24 hours, and installers were already taking appointments.

He said the immobilisers were game-changers for vehicle security.

"And I say that because the Queensland Police Service have told me that they can't point to a single example in Queensland where they have seen a car stolen that has a secondary vehicle immobiliser," Mr Ryan told reporters on Thursday.

After the one-year trial, the minister wants to speak to the federal government about making secondary immobilisers mandatory in national vehicle safety standards.

"Years ago they mandated seatbelts, years ago they mandated airbags, years ago they mandated the vehicle immobiliser," Mr Ryan said.

"I think the time is right for them to look at the evidence around secondary vehicle immobilisers as well."

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.

This is your opportunity to contribute to the club in a meaningful way and showcase your talents in recording club events in print and online. Support and guidance from the current editor will be available at each stage as required.

Don't hesitate, and put your



up at the AGM.



Some fifteen to twenty members braved the cold to attend our monthly club night.

The challenge for all present was that there was a mal-function in the central heating/air conditioner and the temperature hovered around 15C degrees. As more members came in, the temperature increased.

Tonight was to feature two members: John Parsons and his restoration of a C6, and Ian Downey on engine temperature sensors and their placement.

John showed the rather sad wreck of a C6, tired down on a trailer to bring back to Melbourne. Progressively other images showed the progress of a total knock down to the chassis, restored engine parts ready for assembling, and a full repainted assembled engine. What an achievement that was. Congratulations from all.

Ian likewise showed the sensor and how if it is adjusted correctly, mentioning that by adjusting it a few degrees can make major differences as to well the engine runs. From an original part which over time is prone to failure, he showed another newer electronic part that is surprisingly cheaper and has proved to be superior.

AUGUST CLUB NIGHT NORCAL ROAD



All ears and eyes on the experience of the t



John Parsons above and left running

CLUB NIGHT NUNAWADING



Two club members in restoring old vehicles.



Ian Downey above and below explaining the details of sensors.



going through the progress on his C6



—Melbourne's best French restaurants—

1. Smith St Bistrot

The latest addition to Scott Pickett's growing Brady Bunch clan of restaurants is steeped in the romance of 1920s Paris, from a stage-set salon to please the most devout Francophile to a menu steeped in the certainties of snails, saucisson sec and soufflé. There's an extravagance about Smith St Bistrot, and we're not just talking about the \$250 caviar service. Everything wears a patina of age, from the enormous, artfully distressed mirrors to the minutiae of mismatched crockery. It's beguiling – as is the wine list, which has affection for both Australia and the Old World across a huge price range.



2. Entrecôte

The reboot of Jason M Jones' South Yarra party-hard restaurant on Prahran's Greville Street is a vision splendid. The enormous space flirts with the Belle Époque via royal blue velvet banquettes, glittering chandeliers and random arty tchotchkes, and it has quickly become the new hangout of the Instagram set. And who are we to argue when the steak frites are reliably excellent and the Champagne so free-flowing? It's also worth expanding your horizons to the Gallic certainties of snails in garlic butter, duck à l'orange and tart au citron, and taking your time to swoon at the surroundings while enjoying people watching par excellence.



3. Bar Margaux

Nobody would be shocked to hear that the cocktails at Bar Margaux are good. The CBD basement bar is part of the stable that includes the [Everleigh](#) and [Heartbreaker](#), but there's also serious thought going into the food. Like the dark, moody and magnificent fit-out, the menu is a rollcall of classics, including the bordelaise-boosted cheeseburger of your dreams. What you might not expect in a watering hole where the kitchen's open until 3am (and beyond on weekends) is that you're going to get such a good French onion soup, credible steak frites or such a ridiculously rich lobster croque monsieur.



Check many more restaurants at:

https://www.timeout.com/melbourne/restaurants/the-best-french-restaurants-in-melbourne?cid=email~emailname%3DMELBOURNE%20EN_NEWSLETTER_20230808~jobid%3DDM45577~crmId%3D67aab9e9-c9b9-4aca-a0f7-1ac6fbaeb0e4&deliveryName=DM45577

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>



The [Citroën Ami](#) electric heavy quadricycle proved to be a [sales hit](#) for the French automaker but that doesn't stop them from finding new ways of promoting it to the public. The latest marketing stunt from Citroën UK is a gold-wrapped Ami that will tour large cities, trying to attract the attention of bystanders next to supercars and other exotics.

The one-off Citroën Ami with the eye-blinding gold livery was unleashed in the center of London, photo-bombing much more expensive and attention-grabbing vehicles.

Among its victims showcased in Citroën's official gallery, we can see the Ami posing next to supercars from [Ferrari](#) (488 GTB, F8 Tributo, Roma, Portofino M, and 430 Stradale) and from Lamborghini (Huracan Sterato, Huracan Performante, and Murcielago). The brave EV also spotted ultra-luxurious offerings like the Rolls-Royce Phantom Drophead Coupe and the [Bentley Mulsanne](#), as well as a very expensive classic – the Aston Martin DB5. Finally, it drove next to large SUVs like the Mercedes-AMG G63 and a camo-wrapped [Land Rover Defender](#), showing that size doesn't matter when it comes to turning the heads of unsuspecting Londoners.

Following its official photoshoot, the supercar-jealous Citroën Ami will embark on a UK tour. Besides the pictured example, [Citroën](#) will present 7 Ami units wrapped in bespoke liveries created by Jenni Sparks to honor the local landmarks of each city. The tour includes London (Aug 18), Bristol (Aug 21), Cardiff (Aug 23), Manchester (Aug 25), Liverpool (Aug 30),

Newcastle (Sep 1), and Edinburgh (Sep 4). Those who will visit the Ami Hubs in the aforementioned cities can scan a QR code and enter a competition to win one of the 7 wrapped EVs.

Despite having a top speed of just 28 mph (45 km/h) from the 8 hp (6 kW / 8 PS) electric motor, the company calls the Ami the "Perfect Supercar for the City". Marketing blurbs aside, the only things where a heavy quadricycle beats supercars are pricing and parking convenience. Also, unlike the gas-guzzling exotics, the Ami will be able to enter the clean air zones of the future although you can do the same thing in any EV or PHEV model.



Sales and Wants

Free – Citroën Xantia rolling body.

06/23

Member Robert Fatchen has one rolling body Citroën which he is happy to give away to any CCCV member, or members, who want it. Robert comments that he bought it as project car, but now realises that he is never going to do anything with it.

The vehicle is a Xantia which has no key. The previous owner had lost it, but suggested the vehicle was going. The previous owner had bought it for parts so some of the electric switches are missing. Robert says that he bought it for panels, but subsequently the Xantia he already owned was written off in an argument with a kangaroo.

Some photos of the vehicles follow.



The vehicle can be viewed at and collected from East Trentham. If not taken away the vehicle will be crushed.

If interested in this vehicles **call Robert on 0418 205 138**. Robert notes that he is often working out of mobile 'phone range so if no answer leave a message, or text him.

Wanted– assistance

07/23

Member Phillip (Phil) Royce is seeking a part and advice in relation to a 1961 ID19 that he is restoring. The part that he is seeking is a set of the stainless steel rear indicator assembly, or, at least, a right hand side "TRUMPET". The advice that Phil is looking for is in relation to substituting LHS fluid with LHM. He states that he is hoping to avoid having to completely remove the current system in order to affect the substitution and is seeking advice on this from any member with experience.

If any member can assist Phil on either, or both, of these items he asks that they contact him by e-mail in the first instanc

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

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

Sam Neumann has to sell a large collection of Citroen 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.



For sale – 2013 Citroën C5 Exclusive Sedan 12/2022

12/2022

Michael Pearce has a 2013 C5 Exclusive sedan for sale. His description of the vehicle is as follows:

- VIN: VF7RD5FVADL501719
- 77,000 km
- 4 cylinder turbo-charged petrol engine, 6 speed automatic transmission
- sun-roof and leather upholstery
- very good condition and drives well
- small damage to rear passenger arm-rest
- location – South Melbourne
asking price \$15,650 ONO

If you are interested in this vehicle contact Michael on 0411 265 409



For Sale 2014 Citroën C5 Exclusive sedan

03/23

- 2litre turbo diesel automatic for sale. Reg no. AAZ 414
- Vin no. VF7RDRHHADL520765
- Engine no. 10DYZD4055701
- I'm its only owner and I purchased it new from Bayford Citroen in January 2014.
- Colour is black with black leather interior, sun roof, air suspension, tinted windows, satnav, towbar and 19" Adriatique factory alloys, new Continental tyres, windscreen and battery and 11 months registration.
- Travelled 123,000 kms with fully stamped service book from Paris Motors since new and all maintenance invoices on file.
- A strong reliable car in good condition with RWC.
- Asking price \$12,500

Location Camberwell

If interested, please 'phone John Hutchins on 0408 344 866.

FREE

05/23

Chris Wilson, not a member of CCCV, has a pair of near new roof racks to fit a BX, which he has no use for and will give to any CCCV member who wants them.

The roof racks are located in Montmorency and if you would like to have them call Chris on:

0407 541 390, or e-mail him at:

wilwis@bigpond.com.

New 2CV Rocker Cover Gaskets:

For those 2CV owners who may be about to replace the rocker cover gaskets, consider using the new soft pliable rubber gaskets from Burton Car Parts. When compared to the standard gaskets, the new gaskets are much easier to remove, much easier to clean and much easier to fit. They can be reused multiple times and do not require adhesive. The gaskets have Burton part number A1.5319.

See the short YouTube video at [Burton 2CV Parts - Rocker Cover Gasket 2CV](#) comparing the standard gasket and the new gasket.

Graeme Dennes

04/23

PARIS APARTMENT

Apartment in Paris available to rent for CCCV members, sleeps up to 6 people.

Chic, sunny, renovated.

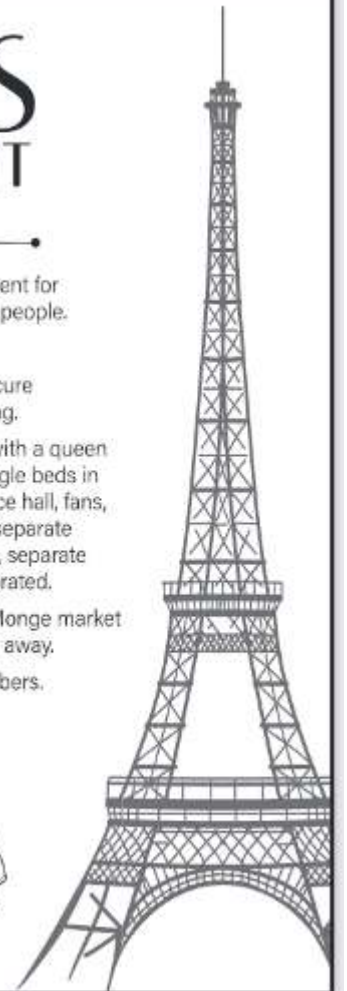
Located on the 4th floor of a secure residential Hausmannian building.

Comprising 2 bedrooms, each with a queen sized bed, plus two separate single beds in the living room. Elevator, entrance hall, fans, full kitchen, full living room, full separate bathroom, combo washer/dryer, separate walk-in shower. Beautifully decorated.

Famous rue Mouffetard, Place Monge market and two metro stations all 100m away.

Melbourne owners, CCCV members.

www.maisondelaclef.com.au



Wanted

03/23

Marchal reflector as shown in the picture as well as four springs as illustrated.

I have shown the type of Marchal light that is relevant for these fittings.

Ring: Rod Gleeson and mobile number is 0418 359 662.

I know these parts are rare but a member may have spare parts squirreled away.



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 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.

Wanted Citroen DS21 1967 to 1969 Dash

06/23

I am after a Citroen DS21 dash 1967 to 69.

Actually not sure of the year but have included a photo.

David Sutcliffe

Contact me on 0448913004.



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Cams, PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
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 part no DX853-100).
- * 2 radio surrounds 1 in steel and 1 in plastic to fit 1967 to 1969
- * 1969 DS interior mirror, to suit slopey dash (chrome base).

Thanks, hope someone can help,

1st contact: june.cranmer@gmail.com

HELP...

08/23

ME WITH MY DS PLEASE

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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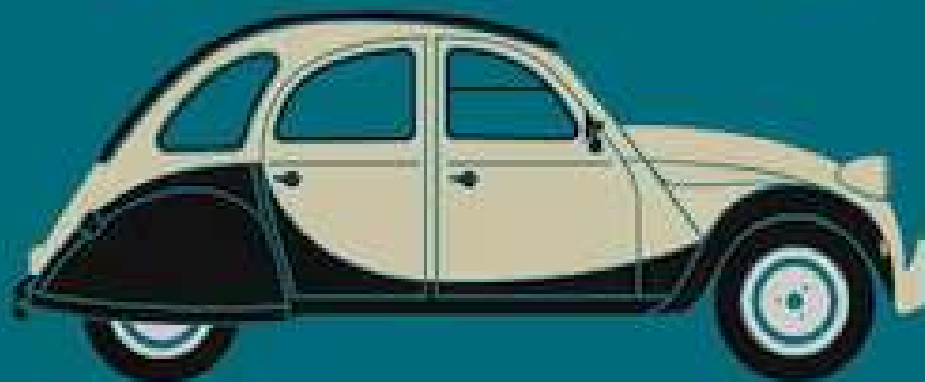
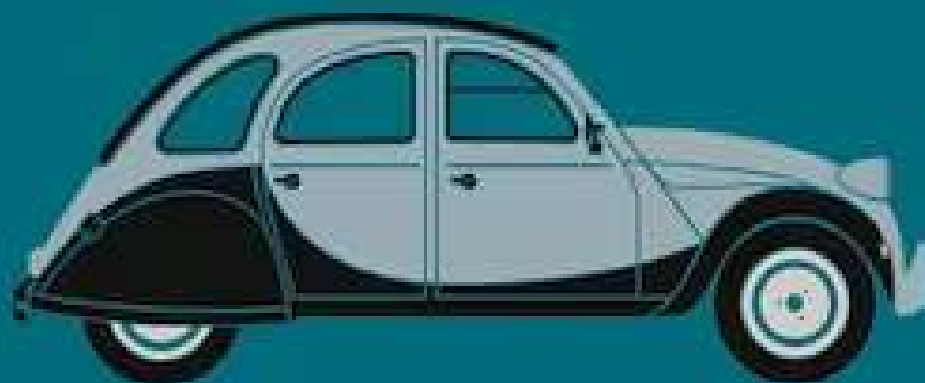
Note: Purchasers must receive a receipt.

Mentone	Stephen Maloney	0438 155 797
Western Suburbs	Ferdi Saliba	0409 384 977
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

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2CV4 - 1978 - 1978

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