

THE

CCCVA

NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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February 2022



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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

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

CCCV COMMITTEE MEETINGS

Meetings are held monthly in locations decided each month.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

VALE

EDWARDS, Gary
OAM

10/01/2022

The Funeral Service for E. Gary Edwards OAM
will be held in the Le Pine Chapel, 1048
Whitehorse Rd (Cnr Linsley St) Box Hill on
Friday Jan 21st 2022 commencing at 3:00PM.

To view the Service, please click on the
following link:

<https://bit.ly/3nwfBcn>

In lieu of flowers, a donation to the Bill Tingate
Brain Cancer Foundation in memory of Gary
would be appreciated.

Donations can be made online at:
BillTingateCharity.org.au

Private Cremation.

KING, Bob

We received word today from Ron that Bob King
passed away last night (10/01/2022).

It's sad news about an icon in our club whose
membership goes back to 1976.

Bob received a Service Award from the club for
his dedication and support over many years in-
cluding serving on committee for 10 years and
organising the 1999 Cit-In in Shepparton.

Details of a funeral service will be passed on
when it comes to hand.

Not available at time of printing.

Gary had been a past President, great sense of humour with
an engaging personality.



Happy New year to all

Well, we expected 2022 to be the start of our way out of the pandemic but it seems not quite yet. I always like to look on the bright side, and that is that we are not locked down as we were over the past two years, and it seems very unlikely that we will have

to go through that again. With that in mind, your committee has decided to push on with events but with a tweak them to make them as safe as possible. We expect members to make their own judgments as to whether they are comfortable attending a club event.

There are some examples of this approach which I would like to share with you. The first is that we will continue to run the advertised club events that you will find in this newsletter and on the website. A good example is the Heathcote weekend which we have made as COVID safe as we can – we all know what to do now. For those who would like to join us, there are still spots available.

The second is an example of how we will do what we can to make events safer – the February Club meeting. As you would imagine, holding the meeting at the club rooms, an enclosed space, with Omicron rampant, is not the best idea. With that in mind, the February meeting will still go ahead but we will hold it outdoors and make it a sausage sizzle, with the club providing the food, and members bringing along anything else they may need. Depending on the weather, we may need to change the date to ensure we get the best conditions possible. It will start at an earlier time to ensure we make the best of our daylight sav-



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ings hours. Please keep an eye out for an email closer to the date which will give you the location and further details.

All that being said, your committee is always interested in feedback from members on things you would like us to do including places we could go for a day drive – please ring or email me or Dave Rogers (our activity committee member) with your ideas. The committee is meeting in February to finalise a calendar (as best as we can) for the year ahead and we will share that with you in the next magazine issue.

I would also like to take the chance to thank a couple of members who have donated unused parts to the club – we will be selling these along with other stock such as filters, gaskets and so on through the club shop at a cost well below what you would incur importing them. If any other members have parts they would like to donate, please contact Wolfgang and we can organise a pickup and add them to the list which will soon appear on the internet site. This all enables us to continue our goal of not increasing club fees for as long as possible. So, a shout out to Lindsay Rosette who donated some DS parts and Jock Blair who donated some CX parts – thankyou.

Stay safe everyone and we would be delighted if you could join us at the February sausage sizzle.

President: Peter Moloney.

FRONT COVER

“How sweet she is”

Helen Cross dispensing the sweets at the Christmas BBQ.

BACK COVER

Some of the catering crew on the day. Missing from this image are Kate & Peter Moloney.

My appreciation to Rita Ying for many of the images taken at Frog Hollow. Editor.

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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 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: Tran Vo. 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

2022

Draft Activities Program

2022

Feb 11-13 Heathcote Wine Research Expedition
(Car run see pages 5-6)
13 Beaumaris Concourse Car and Bike Show.
17 Club night
20 RACV British & European car show.
Yarra Glen Racecourse. See page 10.
25-26 Ballarat Swap Meet.

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.**

Mar 4-6 Venus Bay camping w/end. **See page 9**
17 Club night
19-25 For those folks who would like to have a bit of fun and enjoyment before CITIN 2022, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights. March 19, 2022 @ 8:00 am - March 25, 2022 @ 5:00 pm
Check CCCV website for full details.

Mar 25-28 CIT-IN COWRA NSW
See website below for details
<http://citroencarclub.org.au/cit-in/cit-in.html>

Apr 15 Club night
20 Concourse Location TBA
May 15 Maling Road Autoclassico –Canterbury.
See page 7
19 Club night

For more details on club events contact : Dave Rogers..

NOTE: Club nights are held in our club rooms at 8/41

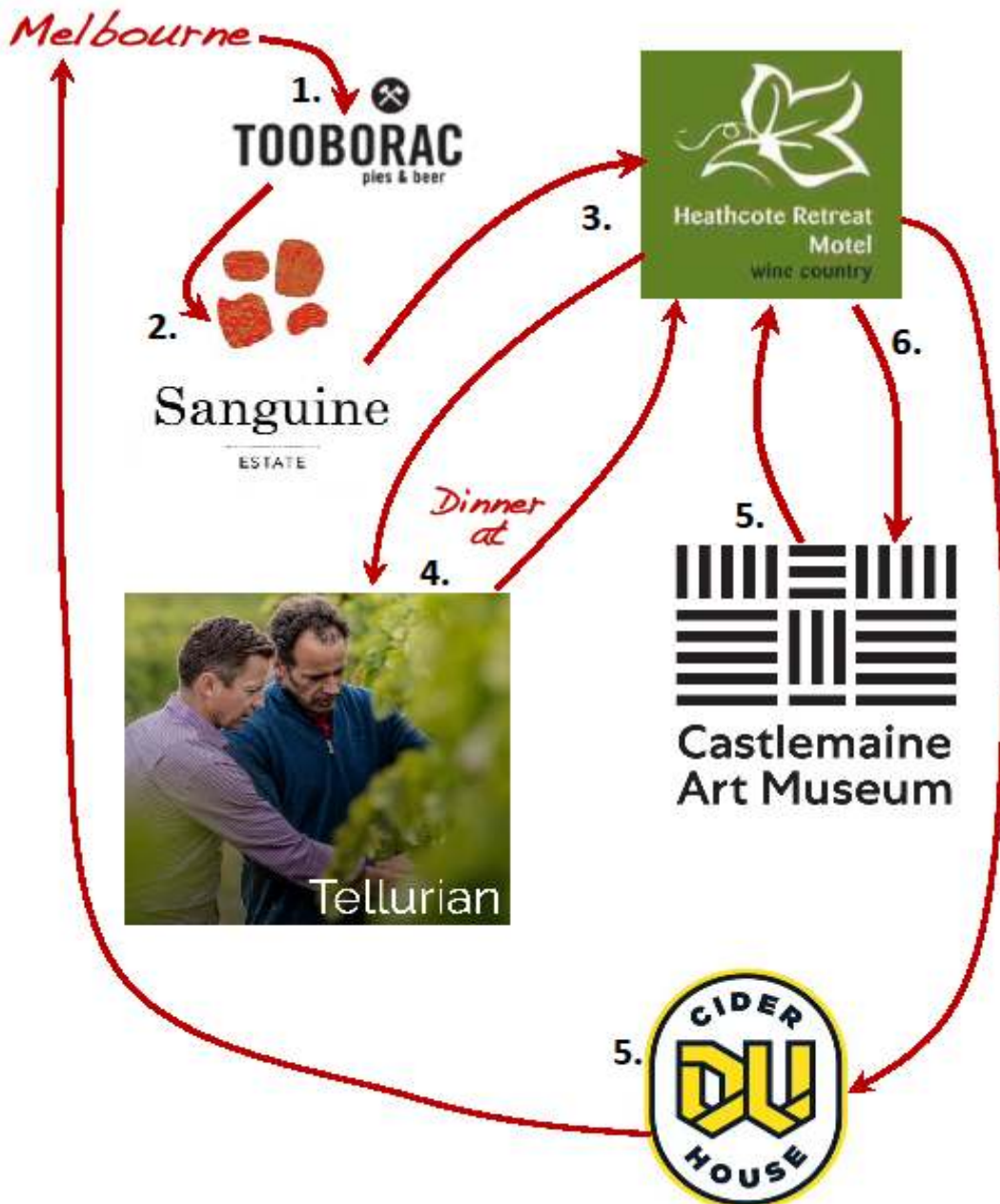
CCCV Club Advice Line

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

CCCV Heathcote Wine Research Expedition



11th, 12th & 13th February 2022



FULL BOOKING DETAILS ON PAGES 6-7 →

Expedition Agenda:

>> Friday 11th February;

1. Travel to Tooboorac Pub for a gourmet pie lunch
2. Travel to Sanguine Estate Winery for briefing, tasting and purchases
3. Check into Heathcote Retreat Motel.
4. Travel to Tellurian Winery for catered 2 course dinner (\$62pp), tasting (\$10pp) and purchases (by the glass, bottle or case!).

>> Saturday 12th February;

5. Drive to Castlemaine Art Museum for exhibition and collection viewing.
6. Communal dinner at Heathcote

>> Sunday 13th February

7. Drive south to Darraweit Valley Cidery and return to Melbourne.



To Join the Expedition:

- Places for 30 people available.
- Must be covid double vaxed and present certificate.
- Log onto Club Hub via link and book / pay (\$62pp) for dinner at Tellurian Wines.
- Call Heathcote Retreat Motel (Eileen on 0429 167 251), mention Citroën Club and book your accommodation requirements.
- Meet at Tullamarine Aircraft viewing area on the C743 (cnr 58) at 0930hrs on 11th Feb for Expedition Embarkation and Departure (Pith Helmets obligatory, Monocles optional)!

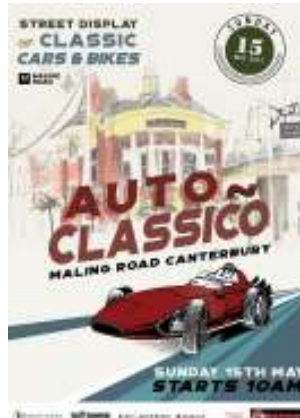


BOOKING DETAILS FOR HEATHCOTE EXPEDITION



<https://clubhubssl.com/hubsystem/index.php?fuseaction=login.login&club=CCCV>

Once the member has logged into Club Hub they need to go to “Tasks > Purchases & Bookings” where they will be able to purchase a ticket (one at a time). So if a couple are both members they will either log into their own Club Hub account and purchase a ticket each or one of the couple will need to go through the exercise twice and purchase two tickets in their own name.



Maling Road Autoclassico

Sunday 15th May 2022

Maling Road Autoclassico will be held on Sunday 6th February 2022 within the Maling Road shopping precinct where over 200+ classic & modern exotics cars displayed.

Planning is well advanced to the point where we have secured some great cars & clubs, whilst also expanding the event to cover a broader range of classic and modern cars from multiple marques across the globe.

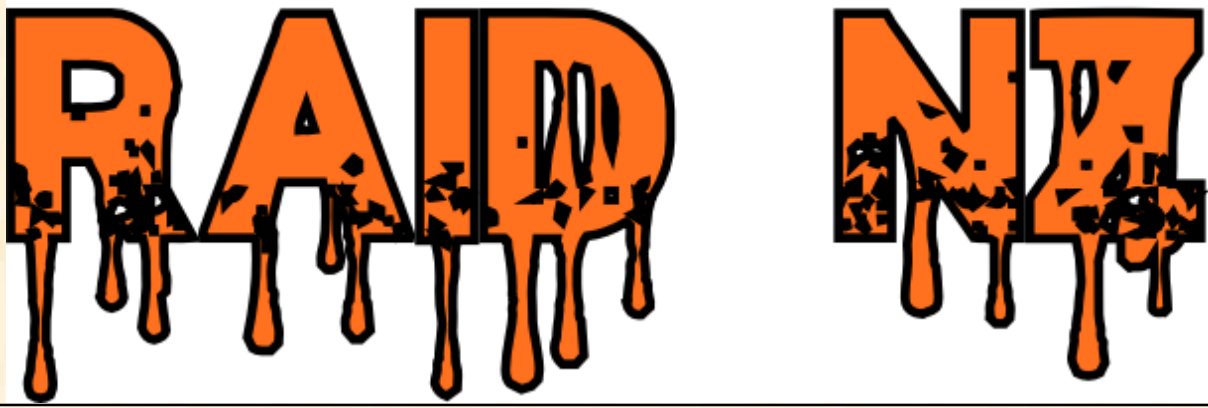
The event will continue to focus on displaying classic, historic and some modern classics consistent with the unique characteristics of the event. The event will be further expanded to include some classic and rarely seen scooters and some privately-owned cars ‘never previously displayed’ at such events.

The event has Boroondara Council approval and submissions & COVIDsafe plans have been lodged with all relevant authorities to ensure the event is approved and run appropriately.

UNIQUE VILLAGE & HISTORICAL SHOPPING PRECINCT

The entire Maling Road shopping centre will be closed off from 7:30am – 4:00pm for the Maling Road Autoclassico and will be a major event, that with the support of our sponsors, clubs, and private entrants – will ensure it is a fantastic day!





Come and join in RAID KAIMOANA O AOTEAROA!

Kaimoana is a Maori word, meaning Food from the Sea. Aotearoa is the Maori name for New Zealand.

Spend just over five weeks on a trip around the North and South Islands of New Zealand, sampling the many and varied local foods, and learn a bit about the people and places. Enjoy the beautiful scenery from your car and the occasional boat.

While travel by 2CV is preferred, due to the costs of getting cars to and from New Zealand, this will be a 2CV Friends Raid, to enable those who cannot get a 2CV here to join in by hiring a car in this country.

The trip starts in Auckland on the evening of Saturday the 11th of February 2023 with a pre-Raid dinner and finishes with the Final Dinner near Christchurch on the evening of Sunday the 19th of March.

Included in the cost (\$1100NZ pp): some (approximately 6) dinners, travel on the Ferry to the South Island, some (approximately 5) trips, Raid Tee Shirt. There are also approximately seven other optional trips available.

Not Included: Travel to & from NZ, transport of cars to & from NZ, hire of cars in New Zealand, on road costs and insurance for cars, Ferry Picton to Wellington (back to the North Island for those returning there), Ferry to & from Rakiura/Stewart Island, food, fuel, accommodation.

North Island leg only: \$450pp South Island leg only: \$450 pp

For people wanting to return to the North Island, there is Raid Return to Reality, which takes about five days and arrives in Auckland on the afternoon of Friday 24th March. Cost \$350 pp. (Covers cost of ferry and final dinner, but does not otherwise include food, accommodation or fuel, etc, the same as Raid Kaimoana)

Maximum number of cars is 25, so register soon and make sure you are part of this trip.

NOTE: IF YOU ARE TRYING TO DECIDE BETWEEN THIS TRIP AND RAID AUSTRALIA, I SUGGEST YOU GO ON RAID AUSTRALIA. THEY WILL TAKE YOU TO PLACES THE ORDINARY TOURIST DOES NOT GO, WHILE THIS RAID WAS EXPLORED IN MY C4. I AM ALWAYS HAPPY TO HELP ANYONE WHO WOULD LIKE TO COME HERE AT ANY TIME.

Enquiries/Registrations to: lesleyanne258@hotmail.com

VENUS BAY



MARCH—FRIDAY 4TH TO SUNDAY 6TH

We have changed things around a bit this year.

The plan is to **leave VB at 11am** on the **Saturday morning** and drive to a very picturesque cidery near Foster for lunch. They make a very good platter to share. Together with a tasting board of 6 different ciders.

After lunch we will drive to Koonwarra for coffee and cakes and then back to VB for chatting, Golf Croquet, Solex run or a walk on the beach. For the evening meal it will be cook your own main meal barbecue? and share desert. Breakfast will be at your own time and pace. There will be some organized activities for you to do or not on Sunday.



Feel free to come on the Friday and leave on the Monday, but please let us know if you are coming.

**Ring Dee on 98078999 or 0450644570 or
Email double@ozemail.com.au**

If you are over camping and need accommodation let's know early so that we can see what is available in the area.

Let's hope that the Gods are kind to us this year with Covid and good weather.

Keep well. Don Scutt.



Hayao Miyazaki, Studio Ghibli and the Citroën 2CV

How Japan's greatest living animator takes inspiration from a little French car.

By Brendan McAleer Jan 13, 2020

Koganei-shi, Tokyo, Japan. On the western edges of Tokyo's sprawling metropolis, this small residential area is tree-lined and serenely peaceful. A few pedestrians and a handful of cyclists thread their way along the narrow streets, as birds sing in the boughs above. But, at 10 a.m., the quiet is broken by a clattery two-cylinder fizz. [Hayao Miyazaki is arriving at work.](#)

Miyazaki is the co-founder of Studio Ghibli, best-loved of all the Japanese animation studios. In Japan, he is revered as a living god. Accepted shorthand refers to him as the Walt Disney of Japan, but that's not quite accurate. He insists that he is not merely an animator, but a director of his movies, an all-consuming passion that has been his life's work.

For the past 40 years, Miyazaki has driven to that work desk behind the wheel of a Citroën 2CV.

“I love this car,” he said, during an interview with NHK in September 2014. “With it, I tremble with cold in winter and I die of heat in summer. It is in perfect osmosis with my nature and with my workshop installed at the bottom of a wood.”

For the past 40 years, Miyazaki has driven to that work desk behind the wheel of a Citroën 2CV. Miyazaki bought his first 2CV as a university student in the early 1960s. It was a right-hand-drive model, imported from the U.K. and painted bright yellow. At the time, he was studying economics, but upon graduation, he moved into animation. He began at Tōei studios as a junior animator, where he met his longtime business partner and collaborator Takahata Isao.

A 2CV first appeared in Miyazaki's first feature-length film, 1979's *The Castle of Cagliostro*. An action-adventure tale involving a mischievous gentlemen thief, the film features multiple car chases, including the heroine, Clarisse, escaping in her 2CV.

In the movie, the 2CV seems to cling to the road like a cat on a carpet, rolling alarmingly yet refusing to relinquish grip. As with any anime, the artwork is bright and childish on the surface, but there's a depth of authenticity here. It's the spark at the beginning of an extraordinary career.

Continued

→
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Fast-forward to 2019, and the port city of Yokohama, just a few miles to the south of Tokyo. Miyazaki and his team are cloistered in their studios, closed to press while they toil on their latest feature. *How Do You Live* is in full production, set for release before the 2020 Olympics. However, a member of the Japanese Citroën owners club has volunteered to give me a taste of Miyazaki's commute.

Yoshisuke Mayumi has owned his 1990 2CV6 for 29 years and continues to drive it regularly. We meet up along with a young motoring journalist named Tomoko Hoshino and set about exploring Yokohama's busy streets.

Miyazaki's current Citroën is a 1987 CV6, so very similar to this machine. As expected, the car rolls in corners and bounces over bumps, but the real surprise is in how competent it feels. Japanese traffic is a stream of vans and modestly powered boxy kei cars, and a modern 2CV has little difficulty keeping up.

Competent, yes, but also primitive. Yoshisuke jokes that in his youth, first dates had young women charmed by the Citroën's friendly face. By the third date, there were inevitably complaints about the heat in summer or the ever-present two-cylinder racket.



Stopped briefly at a light, I listen to the gentle patter of rain on the vinyl roof, and I'm instantly transported. This summer, I and my wife took our two young kids hiking into the backcountry. We set up our tent on the edge of a lake and woke up to the hiss of water falling on water. It was one of those moments where time seems to crystallize, a memory to be plucked and held in your hand.

If a modern car is like a house, then a 2CV is a tent. It lacks in absolute comfort, but it also comes without barriers. As Miyazaki said, the car promotes a sort of osmosis with the world.

The first Miyazaki movie I watched with my children was *My*

Neighbor Totoro, perhaps the best-known of his films in the western world. I remember laughing at the cheerful absurdity of the titular Totoro, a sort of enormous fuzzball forest spirit, and then being gobsmacked by the veracity of the characters. The two heroines, self-reliant Satsuki and bumptious Mei, weren't just cartoons. They were my daughters, in movement, in gesture, in spirit. This was only a kid's movie, yet it held a deeper truth.

Miyazaki and his partner, Isao Takahata, founded Studio Ghibli in 1985. In the same year, he published his personal sketchbook, detailing his love for the 2CV. He later also drew out a colorful illustrated history of the car, complete with cheerfully determined pigs at the wheel (another of his obsessions).

Hayao's father was the director of Miyazaki Airplane, a company that built components for the Mitsubishi Zero. His family roots gave him both an intense affinity for aircraft built between 1920 and 1930—and also a distinctly anti-militarist bent. His films often have deep environmentalist themes, and they also often feature soaring flight.



Hayao McAleer Sketchbook with Citroën 2CV
Miyazaki's sketchbook. Brendan McAleer

Continued 

←

In construction, the 2CV's light metal skin over a tubular frame is much like an old aircraft. It's filled with clever engineering, yet it's also very basic and easy to understand. It is an umbrella with an engine, a balsa-wood glider on wheels.

The 2CV is an umbrella with an engine, a balsa-wood glider on wheels.

The following day, I visit the Studio Ghibli museum, in Mitaka. Built to vaguely resemble an Italian villa, it's absolutely crammed with oddities and aircraft. Everything Miyazaki touches seems suffused with quirky life.

Spirited Away, Princess Mononoke, Howl's Moving Castle, Kiki's Delivery Service, The Wind Rises. Each of Studio Ghibli's movies has extracted their toll from Miyazaki. He has a strained and distant relationship with his son, Goro, owing to long hours spent at the studio drawing and redrawing, chasing perfection. The laughing children filling every corner of this rambling museum aren't aware of the work. They feel only the joy.

Afterward, I make a stop in nearby Fussa city. Akio Harashima, another 2CV club member, has offered to show me around some of the shrines in the area. His 2CV is an older model, similar to Miyazaki's first Citroën. These days, it does not venture far from home, owing to modest power and the danger of driving such a delicate car in faster-moving traffic.

Harashima has to work hard to squeeze his 2CV along the narrow roads. A few times, we round a blind corner to find a huge van coming the other way. With U-joints rather than constant-velocity axles, you can't give the 2CV too much throttle in a corner or it'll start bucking away madly.

Yet when we arrive, there is something fitting about seeing a 2CV peacefully parked in front of a moss-covered shrine. The Japanese have a word for the need to be in nature: *shimrin-yoku*, forest bathing. Never was a car more open and in tune with its surroundings than this little French machine, made for farmers and country folk.



Atelier Nibariki.
Brendan McAleer

I make one last stop. Park on a little patch of gravel. Walk past the ivy-covered walls of the Studio Ghibli main offices. Nod hello to the street-sweepers clearing away the fallen leaves. Round the corner, taking the same path Miyazaki covers every day he comes to work, wearing his artist's apron.

And there it is. Atelier Nibariki, his personal studio. Nibariki means "Two Horsepower," a nod to the 2CV. The lights are on, someone working inside. Out front, a soaring tree reaches up, its branches forming a spreading canopy. Below, gnarled roots creep out over the brickwork, digging into the soil.

Here is where you'll most often find Hayao Miyazaki's little grey Citroën parked, having faithfully brought its master to work. It carries an artist through the world without keeping him apart from it. It holds a dreamer fast to the earth.

The friendly, catlike Totoro is—at least to Western audiences—perhaps Studio Ghibli's best-known creation.



How NOT to do it

By Geoff Fitzgibbon..... [January 9, 2022](#)



Prior to my joining a Citroën dealership, it had needed a new workshop foreman. The person who described what happened subsequently was one of the best technicians in the service department; I can easily believe his version of the following events:

The successful candidate for foreman was “Wilf”, whose key qualification was his having worked as a foreman in the nearby Slough factory when it manufactured Citroën cars. Wilf’s hiring became a source of friction among the technicians, because the owner’s son, the Managing Director, would keep on boasting how clever he had been in finding in such a well qualified technical expert; this would come back to haunt the MD.

A few days after Wilf started work, a DS21 came in for a new clutch. The owner and his family were going on vacation in the car, early on the following Saturday, and so they dropped off the DS at the start of the week to ensure the car would be ready in good time.

The allowed time for a clutch job on that model was around 23 hours, although a good technician could do the job in a little more than half the time.

Wilf was assigned the car and started work bright and early on Tuesday. He was still at it when Friday morning came around but the car was finally ready at the end of the day. The customer arrived at 5:00 PM, paid his substantial bill, and collected his keys. He started the car, selected first gear, and a loud “CRUNCH” sound emanated from under the hood. Wilf (the “great expert”) had installed the clutch the wrong way around, apparently.

This happened just outside the open workshop door, in full hearing and sight of the workshop technicians who were cleaning up to go home.

Wilf leapt into action instantly. He picked up his tool box, threw it into the back of his car, got in and drove off without a word – never to be seen or heard from again. Everyone, customer, technicians and receptionist, stared in disbelief.

The Managing Director was called for. He apologized profusely to the customer and set about rectifying the situation.

He no doubt regretted his earlier and extravagant praise of the now-departed miscreant, as almost all the technicians had melted away when Wilf took off, thus leaving the MD to dig himself out of the hole he had dug for himself.

The MD’s humiliation was made even worse by having to ask the one remaining technician – whom the MD disliked mightily – to look at the DS. The tech started the car and selected first gear, a move that produced the same, awful sound.

The tech lifted the hood and said to the MD, “OK, I am looking at it. What do you want *me* to do?”

The MD’s humiliation was complete; and knew he now had to try to cajole the technician to work on the car long into the Friday night.

As the technician tells the story, the MD’s anxious request would have proved fruitless in itself, but the customer was a nice guy – who had patiently observed all that had gone on without complaint or temper. The technician agreed to stay and fix the car that night. The technician would also deliver the the customer’s car as soon as the work was done. The technician called home to tell his wife their plans to see a movie would have to be cancelled; however, the lovely lady dropped by with a Fish and Chips dinner for her husband, later that evening.

The technician, who was already nicknamed “The Greyhound” for his speedy work ethic, had the car finished and road-tested by 1:45 AM. He duly returned it to customer who then drove the technician home.

If the MD had asked Wilf the correct questions before hiring him, he would have known what became known afterwards, that Wilf had been only an assembly and re-work foreman at the Slough factory; he had very little knowledge of how to actually fix a DS21. The MD was often his own worst enemy, as his frequent mistakes showed.

This event proved to be one debacle too far for the MD, who went on an extended break for his nerves shortly after.

The company’s owner offered “The Greyhound” the now vacant job of foreman. The technician told the owner he would *not* take that position, because he said the company really needed a Service Manager, especially in the current absence of an MD. The owner agreed, and Service Manager was the job the technician was subsequently given.

Nobody ever heard what happened to Wilf, but we assume his future career did not include any more work on Citroën cars.

CCCV & CCOCA END OF YEAR CHR



With the combined CCOCA and CCCV Christmas BBQ cancelled in 2020 due to Covid 19, it was with some trepidation that we awaited the Victorian Government's advice about upcoming restrictions to see if we were able to gather in 2021. At the end of October we were relieved to know we could go ahead and plan for this very popular end of year event.

Dave Rogers had a master plan and swung into action like a well oiled machine. He drew together a group of hard-working volunteers who besides working all day on the Sunday, purchased the necessities, booked the venue, par cooked roasts, transported Webers, collated names with individual dietary needs along with attending to various other items. Oh! and let's not forget the aftermath of cleaning and packing up.

Yes, there was a lot more to be done than purchase a few chops and sausages. The BBQ roasting crown goes to Kate and Peter Maloney. They never fail to impress with their no-fuss, let's get it done attitude to the delicious end product which consisted of roast lamb, beef, turkey, pork, ham and salmon.

The variety of salads, condiments, sauces and gravies and a refreshing ice cream afterwards added the finishing touches to a gourmet meal.

Each meal was served individually and there was a steady queue who lined up for seconds. For the 104 attendees it was a happy day with sunshine, laughter and lots of catching up between Citroen friends. Bonnets went up, advice was given and received by those keen enthusiasts who had managed to use their down time during isolation to work on their cars. The results were nicely polished chrome and paintwork along with smooth running motors that had finally received the attention they needed but whose owners had been too busy living a pre Covid 19 life to attend to them.

CHRISTMAS LUNCH AT FROG HOLLOW



The dream team that was responsible for this great day out was Dave Rogers, Mary Noonan, Kate and Peter Maloney, Ted and Helen Cross, Ferdi and Karin Saliba, Margaret and Barbara Towt, Bruno Tonizzo and Mark and Rita Robinson.

We thank them for their efforts and for the generosity they displayed in making this a great day and a memorable end to a very challenging year for all members.

Lee Dennes
CCOCA Activities Co Coordinator and CCCV Member



Panhard

Two of the oldest car manufacturers, Citroën & Panhard had been working on technically similar vehicles – air-cooled, small capacity flat-twins – through the 1950s.

7th June 2021

Panhard's business was not providing financially successful, despite huge racing success in the Index of Efficiency at Le Mans.

The Citroen Company took over Panhard in 1958, subsequent to a commercial agreement in 1955 and the Panhard Dyna of the time began to be sold through the Citroen network in the UK. The aim was to use Panhard's expertise in mid-range cars to help fill the gap between the 2CV and the DS



This prompted the Club to extend Club membership to Panhard owners, and consequently the Panhard went some way to bridging the gap between the 2CV and the DS and quite a number of Light 15 owners turned to Panhard models, which were well catered for in the magazine for several years. Subsequently, the Panhard et Levassor Club GB was formed and is now the main club for owners, although we keep in touch with them and the occasional Panhard can be seen at CCC Rallies.

The Dyane, in 1967, was very definitely a result of the collaboration – even the name echoed Panhard's long-standing 'Dyna' range.

Panhard's military vehicle business was unaffected, and continued within PSA until sold to the Portuguese 4x4 & military vehicle manufacturer, Auverland, in 2005.

Panhard VBL (Light Armoured Vehicle)

The Panhard VBL (light armoured vehicle) is a 4×4 wheeled all-terrain vehicle manufactured by Panhard General D for the French armed forces. The vehicle is primarily deployed in patrol and surveillance missions.

Vehicle Type	Crew	Manufacturer	Primary Operator
Light armoured vehicle	Three to four	Panhard General De-fense	French Army



The Panhard VBL is a 4x4 light armoured vehicle used by 16 armies around the world.

The Panhard VBL (light armoured vehicle) is a 4×4 wheeled all-terrain vehicle manufactured by Panhard General Defence, for the French armed forces. The vehicle is primarily deployed in patrol and surveillance missions.

The VBL can also be used for anti-tank or air defence missions. It is the frontrunner of the French armour units. The vehicle has been successfully deployed for the past 15 years in various missions in Africa, Lebanon, Kosovo and Afghanistan.

The Kuwaiti Ministry of the Interior placed an order in June 2008, for 20 VBL Mk2 light armoured vehicles to equip its special forces. The vehicles were delivered in October 2009.

In October 2012, Panhard General Defence was acquired by Renault Trucks Defence, a subsidiary of Volvo.

More than 2,300 VBL vehicles are operational within 16 armies worldwide, including 1,600 vehicles in service with the French Army.



VBL variants

The VBL is offered in a number of mission variants, including troop carrier, scout vehicle, reconnaissance, security, command and control, and anti-tank vehicle.

The VBL Antichar is an anti-tank defence variant armed with anti-tank missiles to engage main battle tanks. The VBL Source, developed in cooperation with Thales, allows reconnaissance units to extend their range of operations and ensures scout units to share an integrated communications network.

The VBL Mk2 is an improved version of the VBL. It is equipped with a 132hp engine, day/night observation scope, and a remotely operated WASP turret mounting a machine gun. The VBL Mk2 is in service with the Kuwait Police Special Forces.

VBL design and features

The Panhard VBL incorporates an all-welded steel hull. The driver is seated in the front of the crew cab on the left, with the commander to his right. Crew can enter or exit through a door located on either side of the vehicle. The rear compartment is accessible via a large door at the rear that opens to the left.

The vehicle measures 4.09m in length without equipment and 2.02m in width. The height to the roof top is 1.7m. The VBL can accommodate up to four crew members. The combat weight of the vehicle is 4,000kg, and the payload carrying capacity is 900kg.

The self-supporting body is built of very high-density steel with thickness from 5 to 11mm, while the armoured windows provide the same level of protection as the steel.

Observation and control of VBL vehicles

The driver is provided with an emergency periscope. A single-piece hatch cover is fitted on the top of the driver's position. The commander is also provided with a single-piece circular hatch cover. A small bullet proof window behind the cabin crew provides observation of the rear side.

The roof of the rear compartment includes a single-piece hatch cover.

Armament and self-protection of Panhard light armoured vehicles

The VBL Mk2 features a PL127 turret, mounting a 12.7mm heavy machine gun. The gunner's position is very well protected. The vehicle is also fitted with a 40mm grenade launcher in place of 12.7mm gun. The anti-tank versions of the VBL are armed with anti-tank guided missile systems such as [Milan](#), Kornet, Tow and Ingwe.

The armoured integral hull of the vehicle protects the crew from 7.62mm rounds and shrapnel, and anti-personnel mines. The armoured body offers STANAG level 1 protection.

The vehicle is optionally fitted with nuclear, biological and chemical (NBC) protection system.

VBL engine and mobility

The VBL is powered by a Peugeot XD 3T 95hp engine or Steyr 125hp engine coupled to a ZF four-speed automatic gearbox. The engine provides a maximum speed of 95km/h. The 100L tank capacity allows the vehicle to reach a distance between 600km and 800km.



The VBL is equipped with a central tyre inflation system for better mobility across different terrains. The vehicle can negotiate a side slope of 30% and gradient of 50%. The approach and departure angles of the VBL are 80° and 60° respectively.

The [armoured fighting vehicle](#) is propelled in water at a speed of 5.4km/h by an optionally fitted amphibious kit. The trim vane forward of the vehicle is manually erected before entering water. The VBL is air transportable by helicopters and transport aircraft such as C-160 and C-130.



A close view of the Panhard VBL's crew compartment.



The French army operates around 1,600 Panhard VBL vehicles.

<https://www.army-technology.com/projects/panhard-vbl-vehicle/>

February 2022





CIT-IN COWRA 2022 REGISTRATION FORM

Friday 25th to Monday 28th of March



IMPORTANT

The Citroën Car Club of NSW, Inc. reserves the right to vary Covid Management Practices and Guidelines to respond to health advice plus Government and Suppliers policies leading up to and during Cit-in 2022. Use the Citroën Car Club of NSW website citroencarclub.org.au/cit-in/cit-in.html as a reference source.

PLEASE PRINT IN BLOCK LETTERING USING A BLACK PEN

REGISTRATION FEES

Dates indicate receipt of registration by CCC of NSW, Inc.
Final Bookings close on Friday, 18th February 2022

	Adult or Teenager	Child 5 to 12 years	Child 1 to 4 years
Prior to 10/11/21	\$280.00	\$175.00	free
11/11/21 to 15/01/22	\$295.00	\$175.00	free
15/01/22 to 18/02/22	\$320.00	\$175.00	free

Please contact Ian Frost treasurer@citroencarclub.org.au to establish fees for partial attendance.

PAYMENT METHOD Please tick the appropriate method(s)

- CASH Payment at a car club general meeting. \$.....
- CHEQUE Payment to: CITROEN CAR CLUB OF NSW INC \$.....
- EFT Account Name: CITROEN CAR CLUB OF NSW INC
BSB: 062 562 Account Number: 10156846 \$.....
- PAYPAL Account Name: treasurer@citroencarclub.org.au \$.....

REGISTRATION PAYMENT TOTAL \$.....

SUBMISSION OF COMPLETED FORMS AND PAYMENT

All Registration payments must include the details "Cit-in 2022" plus YOUR NAME.

Registration Forms for a Cash payment or with an attached Cheque should be posted to:
Treasurer of CCC of NSW, Inc. Post Office Box 4041 WAGSTAFFE, NSW, 2257

Registration Forms utilising only EFT or Paypal payments can alternatively be emailed to:
treasurer@citroencarclub.org.au

REFUND POLICY

If you have registered and paid, but are unable to attend Cit-in due to unforeseen circumstances, the Citroën Car Club of NSW, Inc will refund your registration fee in part according to the following:

Before 01/12/21 = 100% Up to 01/02/22 = 50%
Up to 10/03/22 = 25% After 10/03/22 = NIL

Refunds for cancellations under exceptional circumstances will be looked at on a case by case basis.

<http://citroencarclub.org.au/cit-in/cit-in.html>

"Dear Citroen ID19 owners,

I'm inquiring to see if any members with ID19 are interested in purchasing a reproduction Instrument Top Panel.

An ID19 owner is currently investigating the making of this hard to get part locally.

It's made from high quality UV stabilized material, the company can accurately perform 3D printing in a material that is stable and strong with some flexibility.

However it's not cheap, the cost is approx \$300 a piece, if there are enough owners interested.

If you are interested please text me on 0409 394 977
Regards, Ferdi Saliba"



Helen's Happy Holiday - Teddie's Terrific Tour - Dave's Dirty Deeds Done Dirt Cheap **Check CCCV website for full details**

We are planning a pre-Citin touring trip to Cowra in New South Wales – leading up to CITIN 2022.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2022, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights. March 19, 2022 @ 8:00 am - March 25, 2022 @ 5:00 pm

We are starting out from Melbourne and finishing up at Cowra.

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

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

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

We are suggesting accommodation, but you are welcome to arrange your own accommodation elsewhere – your choice.

We are mainly staying in caravan parks with cabins.

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

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

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

We are hoping for/planning a BBQ dinner in Canberra, I will need firm numbers for this evening.

For the second evening in Canberra we may be going for a restaurant meal – details to come down the track.

If you are interested in being part of the tour group, please contact the organising crew ASAP, ideally by email, otherwise by phone –

Ted and Helen Cross - crossfam@ozemail.com.au

Helen 041 935 69 63

Ted 0400 59 2208

Home phone (03) 9819 2208

For Sale — Citroen 1922 10 HP-B 2

08/21

Fully restored, dark green body, black mudguards Currently unregistered, previously on club plates.
Phone 0354431662—Darrell Tonkin—Bendigo Vic . \$27,000 Last Club Plate was 6-542

This is a 1922 single seat with a dicky seat Citroen all fully restored by myself .The total wooden body has been rebuilt using airdried Vie Ash and then stained .Where possible the original metal panels were used but new ones were made as required .

When the metal was completed it was fully assembled and then taken apart again before painting I made a steamer to bend the hood bows ,and then was fortunate to locate a very experienced tradesman who specialized in manufacturing hoods and seats in vintage cars, using only the very best materials He did a fantastic job and was happy to incorporate the Citroen emblem on the inside door panels and on the spare tyre cover.

The brakes have moulded linings and the drums have been skinned to suit.

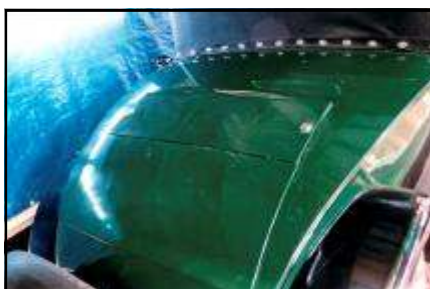
It has new tyres and tubes, a new battery and the original hand book.

There is also a Tech bookshop manual on B2 Citroens, another large book on early Citroen cars, and another on l0 HP Citroen B2 half track .

Attached to the car is a vintage spotlight.

Spares that come with the car include:

- 3 -B2 Motors
- 6 -Magnetos
- 1 -Citroen jack
- 1 -running board expanding rack
- 1 -B2 radiator S
- 2 -B2 oil cans
- 3 -B2 headlights and glass
- 1 -rubber universal joint
- Spare carburettor and parts
- 1 -Starter motor
- 1 -Generator
- 1 -Updated wiring diagram .



Sales and Wants

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

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

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

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

Send to

The Treasurer
CCCV
PO Box 122
Nunawading
Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

Wanted to buy

2/22

A PRE 1928 Citroen Restoration project either a 5 CV (for preference) or a Type A, B2 or B10.

Either in "As found", Barn find condition or anything up to a total "Basket Case". almost anywhere but prefer within Victoria.

Bernie. Jacobson

twooldlags@gmail.com

(03) 9842 5808"

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email: pleiadesauto@hotmail.com

UK:-

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Sawtry Cambs PE28 5SB UK

Tel/Fax: (001144) 1487 831 239

email" Pleiades.sawtry@gmail.com

www.pleiades.uk.com



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Acct 120127907

Include your name as reference eg Smith Adv

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ADVERTISERS NOTE:

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

DS23 Tow Bar and Ball for sale

2/22

Tow bar and ball with electrics for sale. Caulfield Pick up.

Tow bar and ball. \$80

Also a centre arm rest in Dark brown leather, in hood condition.

Centre Arm Rest. \$100

Contact: colinberwick@y7mail.com or on Mobile 0413 348 413.

CX 25GTi Subframe Wanted

09/21

Wanted front subframe for CX25GTI, Series 2



Contact Peter Dimitrieski peterdimitrieski@gmail.com

WANTED

8/21

DS windscreen and chrome chevrons for the boot lid wanted.

Contact Peter Bartlett

Email : plbartlett5@bigpond.com

0414532774

WANTED

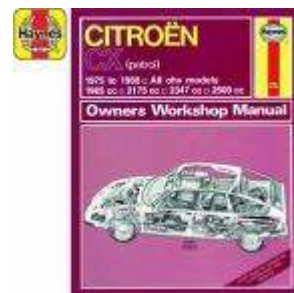
10/21

Workshop manual for
CX 25 GTI Turbo.

Reasonable price paid.

Treasurer@citcarclubvic.com.au

0411 869 705





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www.eai.net.au

LHM SALES (Strictly Members Only)

ABN 74557610508

\$18.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

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

Also available from club shop at club meetings.

