



**THE**  
**CCCVA** **NEWSLETTER**

*THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.*

**February 2023**

*Internet: [www.citroclubvic.org.au](http://www.citroclubvic.org.au)*

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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**

# WANTED

**DOES ANY MEMBER HAVE SPACE TO HOLD A TECH DAY IN 2023?  
IF YOU HAVE A LARGE SHED THAT WOULD BE GOOD, IF YOU ALSO  
HAVE A HOIST THAT WOULD BE EVEN BETTER.**

**Please contact Michael Faulks on 0432 537 960  
[president@citcarclubvic.org.au](mailto:president@citcarclubvic.org.au)**

**or**

**Dave Rogers on 0422 229 484 [drogers11@gmail.com](mailto:drogers11@gmail.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



Welcome to 2023. Hopefully you've all had a good break and are well on the way to recovering from Christmas and New Year's celebrations. The

committee have been working hard over the last 2 months to lock in this year's events and we have a very full calendar as a result. Hopefully we've been able to strike a good balance of events on both sides of the state so that as many of our country members as possible are able to join in somewhere.

First cab off the rank is the Castlemaine Cultural Cruise that has been organised by us as a joint event between CCCV and CCOCA. By the time the February newsletter goes to print registrations will have already closed, hopefully everyone that wanted to go for the full three days has found a space. For those who forgot fear not as Haydn has done a great job of making sure people can join in for any of the three days. Check out the itinerary in the newsletter or the Club's website to see which parts appeal. Also in February we have the first club night of the year at the Clubrooms. In addition to a general catch-up. Wolfgang has agreed to bring the Club's sphere gassing rig so give your cars a bounce test and bring the spheres along if they've lost some of that famous Citroen waftiness.

March is probably our biggest month with the pre Cit-In run on the 14<sup>th</sup>-16<sup>th</sup> followed swiftly by Cit-In itself on the 17<sup>th</sup>-20<sup>th</sup> in Murray Bridge. For the die-hard Citroen adventurer's out there, there is the famous post Cit-In run as well.

April kicks off with a buy/swap/sell night at the clubrooms. The main event will be a Raid in a Day organised by Dave Rogers and Bob Herbert. If the last one is anything to go by then this one will be a great outing. Stand by for more details in next months newsletter.

For May we are trying something new. Rather than meeting at the clubrooms we are planning to have a more informal gathering at a restaurant. Partners and friends are more than welcome to join. Planning is well underway for the joint CCCV and CCOCA annual Concours event which this year is to be held on the lawns at Ripponlea Estate. So far, its shaping up to be a great event with the house and gardens providing a magnificent backdrop to our cars.

That brings us a quarter of the way through the year and there are lots more events planned for the rest. This year we are reducing meetings in the clubrooms to every second month with more events and outings planned in their place. The aim is to move the gatherings around Melbourne to try and engage as many members as possible. Keep an eye on the calendar for an event near you as there are lots of them and not all are necessarily car related. Hopefully I'll see a good number of you at the Club Meeting on the 16<sup>th</sup> February.

Michael Faulks  
CCCV President.

**FRONT COVER**

Traction outside Hotel Du Tribunal  
4 Pl. du Palais, 61400 Mortagne-au-Perche, France

**BACK COVER**

American Automobile Culture: Cars from the Lane Motor Museum 1936 Voisin C28 at the Lane Motor Museum in Nashville, Tennessee (USA)

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

**DISCLAIMER**

*This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any 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](http://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: Peter Myring and Greg Gillard, Martin Forrester-Read and Ray McCarthy. 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/35 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.**

**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.**

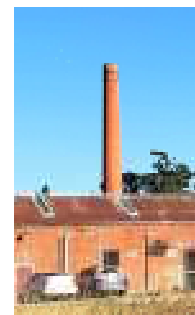
### [AOMC NEWSLETTER](#)

<b>Feb</b>	<b>10-12</b>	Citroen & Castlemaine Cultural Cruise Full details on page 6
	<b>16</b>	Club night –Sphere Re-gassing.
	<b>24-26</b>	Venus Bay See page 5
	<b>26</b>	British & European Motor Show See page 13 for full details.
<b>Mar</b>	<b>5</b>	65th Kalorama Rally—see page 9
	<b>14-16</b>	CitIn
<b>Apr</b>	<b>15-16</b>	Raid in a day —see page 7
	<b>20</b>	Club night—Buy, Sell, Swap night.
<b>May</b>	<b>7</b>	CCCV/CCOCA Concours at Rippon Lea Estate, 192 Hotham St, Elsternwick.
	<b>14</b>	Rippon Lea Market Day
	<b>18</b>	Club night- Restaurant meal.
<b>Jun</b>	<b>15</b>	Club night-Themed meal in clubrooms
<b>Jul</b>	<b>7-8</b>	Bastille Day—Federation Sq. Melbourne
	<b>16</b>	Bastille Day lunch
<b>Aug</b>	<b>17</b>	Speaker on Cylinder H-ds in Club Rooms
<b>Sep</b>	<b>21</b>	Pub meal
	<b>24</b>	DS Owners Tech Day Peter Moloney's Workshop
<b>Oct</b>	<b>19</b>	Club night—AGM
	<b>22</b>	French Car Festival

### 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			

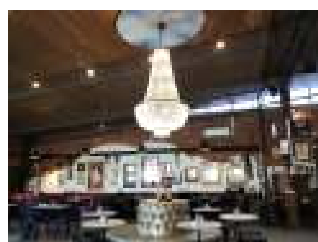
# Citroën Castlemaine Cultural Cruise



Join us on the Citroën Castlemaine Cultural Cruise!

When; 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> February, 2023

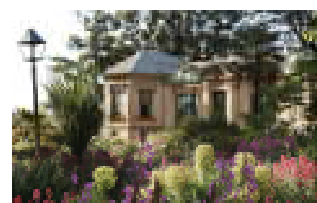
Join us on a Citroën Cruise from Melbourne to Castlemaine on Friday 10<sup>th</sup> to soak up Castlemaine Culture on Saturday 11<sup>th</sup>, returning to Melbourne on Sunday 12<sup>th</sup> February.



Attractions include, Botanical Gardens, Gold Diggings, Historic Buda House, the Mill Cultural precinct, Boutique Brewery, Art Gallery, Das Kaffeehaus...., and much more!!!

We'll stay in the Castlemaine caravan park next to the Botanical Garden, with group activities and communal meals.

Put the (now correct!) dates in your diaries as a car shake down run for the Murray Bridge Cit-In!



**BOOKING DETAILS & REGISTRATION ON PAGE 6**

## VENUS BAY

### FEBRUARY—Friday 24th to Sunday 26th

This year's get together will be much the same format as last 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?. 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](mailto: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.







# Citroën Castlemaine Cultural Cruise



>When; 10<sup>th</sup>, 11<sup>th</sup> and 12<sup>th</sup> February, 2023

## REGISTRATION CLOSERS SUNDAY 30TH JANUARY - SEE BELOW

>Accommodation; Big 4 Castlemaine Gardens Holiday Park – in the centre of town next to the Botanical Gardens. Mention the "Citroën Club" when making your booking; they're expecting us. (Please book early as available accommodation options may tighten quickly.)

>Itinerary;

-Friday 10<sup>th</sup> Feb; 1015hrs; Assemble at Ampol Woolworths GoMetro Cnr Hyde Street and Somerville Rd (Hwy 50) Yarraville. Depart Yarraville at 1030hrs travelling via the Brisbane Ranges to a BYO picnic lunch at Ballan, then onto Castlemaine to check into accommodation at Big 4 Castlemaine Gardens Holiday Park. Communal "chook and salad" dinner (which we will hunt and gather in Castlemaine) at the caravan park.

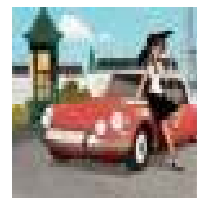
-Saturday 11<sup>th</sup> Feb; Self catered breakfast and any quick hunting-and-gathering errands (eg for BYO picnic lunch) in town in readiness for a 1030 departure to make a short drive around some historic locations around Castlemaine looking at what made Castlemaine architecture what it is today (ie the gold rush). Return to Castlemaine Botanical Gardens for a picnic lunch at 1230hrs in the followed by an afternoon visit at 1330hrs to the gold rush era historic Buda House and gardens in Castlemaine. Return to the caravan park with possibly a fortifying stop over near the park to The Mill precinct at 1500hrs for coffee and cake at Das Kaffeehaus, or a cleansing ale at the Tap Room of Shed Shaker Brewing. Return to the caravan park for a communal meal (sourced by "hunting and gathering" crew) using the BBQ facilities.

-Sunday 12<sup>th</sup> Feb; Self catered breakfast followed by gentle cruise home

>Notes;

-Navigation details and background information will be distributed to Cultural Cruisers on registration completion

- Reminder, prompt accommodation booking recommended.



**REGISTER: your participation in this above event by e-mail to the organiser, Haydn Kelvy. [haydnkelvy@gmail.com](mailto:haydnkelvy@gmail.com)**

### HERITAGE TRUCK & VEHICLE DISPLAY

HISTORIC, CLASSIC, AND VETERAN CARS, BIKES, TRACTORS, STEAM AND STATIONARY ENGINES, AND CARAVANS - ALL 25 YEARS & OLDER

**Saturday 4 & Sunday 5 February 2023**

Public gates open 10am

Lardner Park, 155 Burnt Store Road, Lardner



**Admission: Adult \$15.00, 12-18 years \$5.00, Exhibitors and under 12 years free**

**Saturday Night Dinner, bookings essential, \$35.00/head, contact Helen 0437 953 304**

Camping available

#### Enquiries

Trucks - Peter 0419 001 948  
Vyn 0419 315 423

Tractors - Bernie 0437 455 136

Cars & Stationary Engines -  
Ross 0407 860 248

Email Enquiries -  
[heritagetrucks3820@gmail.com](mailto:heritagetrucks3820@gmail.com)

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Vehicle Display

#### Display Vehicles Must be 25 years or older

1. Note that vehicles can arrive on Friday if desired and can camp overnight.
2. If desired, vehicles could leave on Monday as well.
3. An Unloading Ramp is available.
4. Note that no vehicle movements are allowed by WorkSafe when the Public is present – 10 to 4pm Saturday and 10 to 2pm Sunday. (WorkSafe will check!)
5. Late-comers will only enter under the Marshalls directions.
6. Those who want to be Early-leavers MUST notify the Marshalls upon Entry.
7. 'Bump-In' is by 9.30 am on Saturday and Sunday.
8. 'Bump-Out' is after 4.00 pm on Saturday and 2.30 pm Sunday.
9. The Public is only allowed in from 10.00 am till 4.00 pm Saturday and 10 am to 2.00 pm Sunday.
10. Free Camping is available.
11. The Catered Evening Meal/Auction will be on the Saturday night (\$35/hd). Note that this should be pre-booked one week before for catering purposes.
12. Bacon & Egg sandwiches will be available early in the mornings of Sat. & Sun.
13. On Friday Night & Sunday Night a BBQ will be available.
14. On Site Catering will be available.
15. All Exhibitors must follow all Marshalls directions and abide by the Conditions of Entry.

# Raid In A Day



# Weekend Away

**When:** Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> April

**Where:** In the Otways based around Skenes Creek and Apollo Bay

**Numbers:** Limited to 20 cars; preference will be given to A Class vehicles. Other models will be accepted if the A Class target of 20 vehicles is not reached by 28<sup>th</sup> February

**The Plan:** Saturday Day: A technical day at Bob & Gaye Herbert's property at Wongarra over two sessions. Morning session commencing at 10 am will cover welding systems (TIG, MIG, Arc, Oxy) with explanations and demonstrations and the afternoon session, commencing at 2pm will cover the replacing of tyres on a 2CV wheel with minimal available equipment (as one may need to do on a Raid).

Saturday Evening: A shared BBQ meal with accompanying sunset on Bob's & Gaye's front lawn overlooking Bass Strait. In the case of inclement weather, we will have a pub meal in Apollo Bay

Sunday: A Raid over 135kms on sealed and unsealed roads (no bush tracks) within the Great Otway National Park including morning tea at the Redwoods, a visit to Hopetoun Falls and lunch at the Forrest Brewing Company, finishing up at approximately 2pm on The Great Ocean Road at Cumberland Holiday Park from where you can travel home via the Queenscliff ferry or the freeway skirting Geelong.

**Accommodation:** 20 double/twin rooms have been reserved until 15 March at the Ocean Road Motel, Skenes Creek. Hill View \$170 per night; Ocean View \$190 per night (family rooms also available), you can book for Friday & Saturday nights or Saturday night only at these special rates. Phone: (03) 5237-7862, ask for Paul and quote the Citroen Car Club. Limited camping space is also available at Bob & Gaye Herbert's place (it maybe chilly in April).

**Flexibility:** You can join us from Friday night onwards for the entire weekend or arrive at Bob's and Gaye's in time for the Saturday afternoon tech session or just come for the Raid on Sunday (9.30 am departure), the choice is yours.

**Booking is Essential:** Contact: Dave Rogers: 0422 229 484 or [drogers11@gmail.com](mailto:drogers11@gmail.com)

Cut off date for A Class vehicles is Tuesday 28th February, other vehicles accepted thereafter. The Ocean Road Motel will hold accommodation until 15 March.

## WHY 8?



I have wondered why Citroën designated the successor of the Ami 6 as Ami 8. I have an unproven theory which is based on pure conjecture and carefully selected facts.

As the Ami 6 was the first of the two cylinder Citroën vehicles to receive the 602 cc version of the flat twin, is it logical to expect that the '8' could indicate a new 800 cc motor?

The Ami 8 was introduced with the same 602 cc as the Ami 6. Eventually the Ami Super, based on the Ami 8, had the 1015 cc 4 from the GS as its power plant in

1973, two years after the GS was upgraded to 1222 cc. This could have provided a means of upgrading the Ami 8's power and using up the number of excess 1015 motors by having two models in which it was available: the Ami Super and some GS models. Perhaps the Ami Super should have been designated the Ami 10.

Citroën has been known to change the power plants in new models after their release. The Dyane was introduced using the 2CV 425 cc motor and upgrading it to 435 cc, or a 602 cc, seven months later. Was there a plan to upgrade the Ami 8 to 800 cc later in its run, which was derailed and led to using the GS 1015 instead?

Going back to 1955, Citroën acquired a 25% interest in Panhard, leading to complete ownership in 1965. During that time Panhard continued until its civilian vehicle production ceased in 1967. Panhard continued independently producing military vehicles after 1967 and was eventually taken over by Renault.

In the period 1955 to 1967 Citroën had access to an air-cooled flat twin motor of 848 cc successfully used in a series of Panhard's Dyna models. The Ami 8 could have been powered by the Panhard motor and the designation '8' would have made sense.

There are two possible reasons I can suggest why the 848 cc motor was not used. Firstly Citroën was moving away from its involvement with Panhard as the Ami 8 development progressed, though the 848 cc motor may have been considered initially. Secondly the release of the GS as a replacement mid-range car between the 2CV and the DS, which had taken a lot longer than expected, (one suggestion is 14 years) was at last imminent, in 1970, a year after the Ami 8 release. There was no need of a larger motor for the Ami 8. There was an easier option if a power upgrade was needed and the Ami could be removed from the range as the GS gained popularity. The Ami as '8' and 'Super' only needed to hold on until that happened so it could be relegated to history in 1978 (8) and 1975 (Super).

The Ami 8 remains as a stylistic improvement on the Ami 6 and perhaps an incomplete Citroën development project.

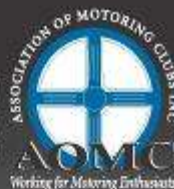


Colin Bates.



# BRITISH &

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MOTORING CLUBS



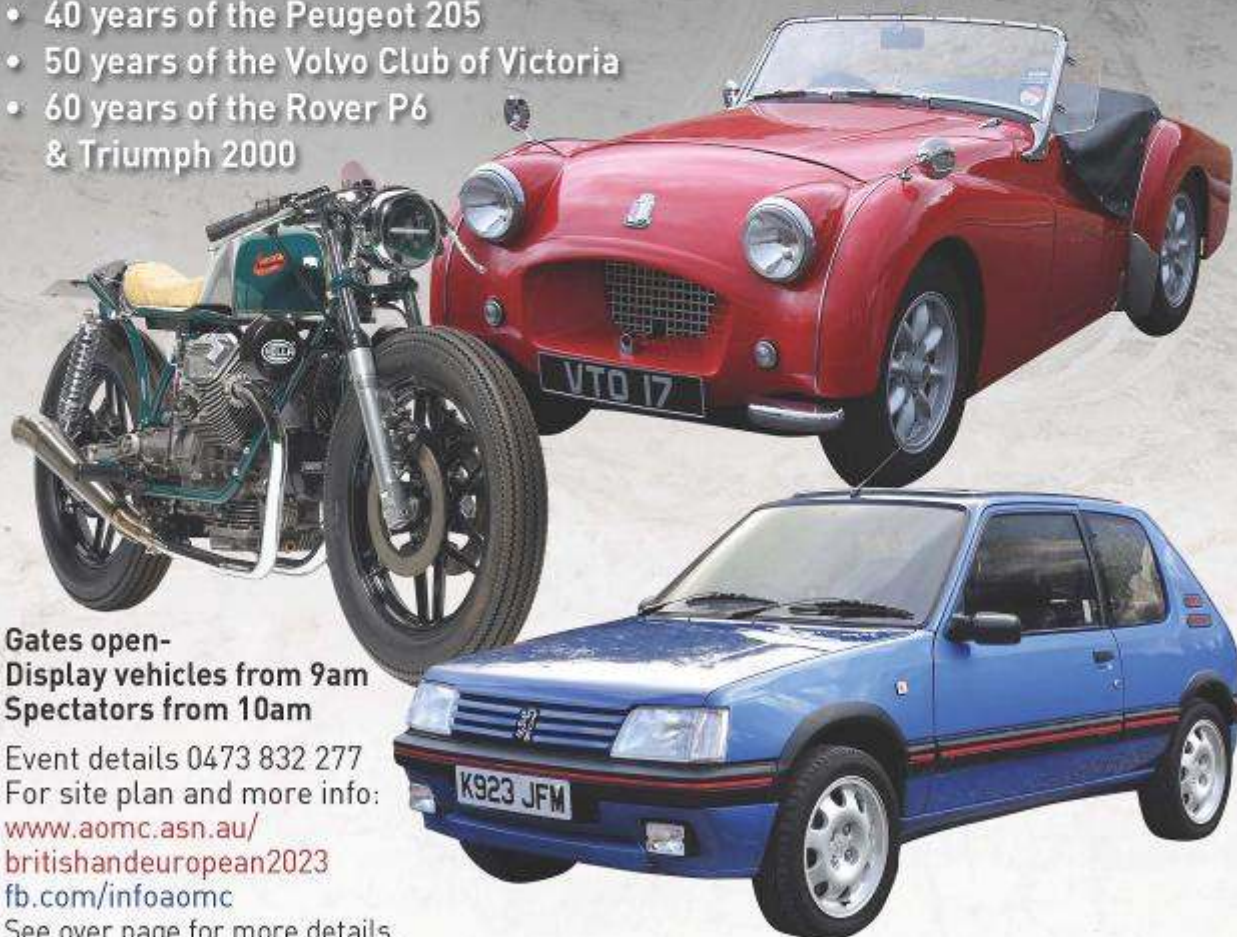
# EUROPEAN MOTORING SHOW 2023

Open to all Vehicles manufactured in UK and Europe

Incorporating

- The MG annual concours
- 100 years of Triumph cars
- 125th anniversary of Riley cars
- 40 years of the Peugeot 205
- 50 years of the Volvo Club of Victoria
- 60 years of the Rover P6 & Triumph 2000

Supported by



Gates open-  
Display vehicles from 9am  
Spectators from 10am

Event details 0473 832 277  
For site plan and more info:

[www.aomc.asn.au/](http://www.aomc.asn.au/)  
[britishandeuropean2023](https://www.facebook.com/britishandeuropean2023)

[fb.com/infoaomc](https://www.facebook.com/infoaomc)

See over page for more details.

## Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction



# Stellantis Bets on H2 for Commercial Vehicle Future

December 24, 2022



Stellantis announced yesterday that it has commenced exclusive talks with France’s Faurecia and Michelin to buy a “substantial” stake in their Symbio joint venture, a fuel cell system maker for hydrogen mobility.



Stellantis launched hydrogen-powered mid-size vans late last year and aims to expand H2 power to large vans in Europe in 2024 and in the U.S. in 2025, “while further exploring opportunities for heavy-duty trucks”.

Stellantis CEO Carlos Tavares said Symbio’s technical roadmap “perfectly” matched with the company’s hydrogen roll-out plans in Europe and in the USA. “This move will foster the speed of development to bring low emission products to our customers, beyond traditional electric vehicles” he said in the statement.

Faurecia’s CEO Patrick Koller added that Stellantis entry “will accelerate and globalize Symbio’s growth.”

Earlier this year Symbio announced its HyMotive project to accelerate its industrialization, with a plan to increase total production capacity in France to 100,000 systems per year by 2028 while generating 1,000 additional jobs.

The transaction, for which no financial details were provided, is expected to be finalized in the first half of 2023.



Stellantis CEO Carlos Tavares



# Is eFuel Poised to Keep Our Classic Citroëns on the Road?

December 24, 2022



Progress in Europe, particularly in Germany, producing a green fuel alternative to fossil sources, has the potential to keep internal combustion engine (ICE) vehicles on the road for a much longer time than electric vehicle (EV) legislation requirements being forced on us by governments and auto manufacturers.

The actual cost to produce and operate an EV is heavily debated these days, citing the precious metals being sourced for batteries, the manufacturing cost of EVs, sustainability of the energy grid needed to supply EVs and the environmental impact disposing them at their end-of-life. Suffice to say that not everyone is going to want to endure the eventual the cost of battery replacement and normal wear repairs. And how long will they be kept operational? New car mantra seems to be ingrained in human nature.

Of course there are those like us — the classic car enthusiasts, who are prepared to keep our cars going and enjoy them for their originality. The exemption for historic vehicles seems to remain secure for now, but that could change on political whim unless a means to operate them in a “green” manner can be adopted. That solution may well be electricity-based eFuels and biogenic synthetic fuels. As an alternative to conventional fossil derived liquid fuels they show promise to be ideally suited in reducing CO2 emissions decisively and affordably in the transport and heating market – and a potentially better way than the EV to achieve climate neutrality.



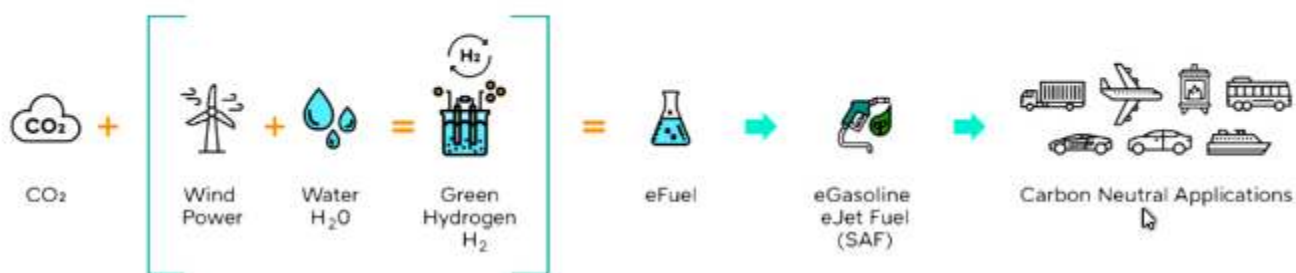


Basically, the problem in the climate context of ICE vehicles is not the system of the combustion engine per se, but the fuel. With synthetic fuels, vehicles with combustion engines can be considered climate-neutral. How is this possible you ask?

eFuel production is based on the extraction of hydrogen. This happens by means of an electrolysis process that breaks down water (e.g. seawater from desalination plants) into its components of hydrogen and oxygen. For this process and further production steps, electricity is required.

In a second process step the hydrogen is combined with CO<sub>2</sub> extracted from the air and converted into a liquid energy carrier: eFuel. Under high pressure using a catalyst, the hydrogen binds with the CO<sub>2</sub>. Because electricity is used for the production of eFuels, the procedure is known as a power-to-liquid process: electricity is converted into a synthetic liquid that is easy to store and simple to transport.

## The eFuel production process



After processing in refineries, this eFuel can be used as eGasoline, eDiesel, eHeating oil, eKerosene and eGas and can completely replace conventional fuels. Moreover, due to their drop-in capability, eFuels can be blended with conventional fuels in any ratio. Existing logistics, distribution and refueling infrastructures, such as tank farms, conventional fuel delivery tank trucks, pipelines and filling stations, can continue to be used.

The climate neutrality of eFuels derives from the fact that electricity from renewable energies is used in their production and only as much CO<sub>2</sub> is emitted during use as was previously bound during production. eFuels can therefore make a climate-neutral contribution in all sectors where conventional fuels are currently used (e.g. transport or heating in buildings).

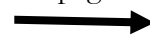
Some cite the energetic inefficiency of eFuel when its production utilizes otherwise usable green energy. However, this is a negligible factor if production takes place in places where green electricity is produced but cannot be transported away without enormous effort. (e.g. in the Sahara.) Once produced it (like fossil fuel) is energy that does not require battery system storage.

eFuels can solve two challenges of our energy transition: the problems of storing and transporting renewable energies. Thanks to the high energy density of eFuels, and because they can be transported at room temperature and pressure, renewable energies can be generated easily and economically around the world and transported anywhere they are needed using existing technologies. The enormous future importance of e-mobility is undisputed, but non-fossil, CO<sub>2</sub>-neutral fuels are an important building block for the estimated 1.3 billion ICE vehicles in 2035 that, if they are going to function, would best be operating with CO<sub>2</sub>-neutrally.

eFuel is proving to be viable today. A lot of experience in motorsport has been gained utilizing eFuel and it has been constantly improved and continues to be further developed. As a result, eFuel is certified according to the official fuel standard DIN EN 228

The manufacturing process for diesel fuel also runs according to comparable principles so that a CO<sub>2</sub>-neutral diesel fuel could be produced. Benjamin Cuyt of P1 Fuels in Germany reports that eFuels have received more public attention in recent months and that no technical problems or difficulties have occurred with any vehicle that uses the modern, fossil-free P1 eFuel.

Continued on page 16





## Pre Cit-In 2023

**“Alan’s Amazing Adventure” – this is in place of the “Teddie’s Terrific Tour” we have done in past years.**

**For those folks who would like to have a bit of fun and enjoyment before CITIN 2023, we are inviting you to join us on " Alan’s Amazing Adventure", to be held over 4 days and 3 nights.**

**We are starting out from Melbourne and finishing up at Murray Bridge.**

**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. People from all states are most welcome to join us along the way.**

**You will need to book your own accommodation - we have let places know that people may ring to book - please mention that you are part of the Citroen car group. We are suggesting some accommodation, but of course you are welcome to arrange your own accommodation.**

**Full details on CCCV website**

Club Citroen of SA  
17-20 March  
2023

2CV 75<sup>th</sup>  
Anniversary  
1948  
2023

MURRAY  
BRIDGE  
SA.

The River, the Lakes, the Coorong, the Hills, the Wineries, Monarto Zoo, The Bend, the clear night skies; the bustling rural town of Murray Bridge and its surroundings are well worth exploring.

The new Bridgeport Hotel in the centre of town overlooking the mighty River Murray will be the event's hub.

Our Cit-In Committee has been hard at work planning a diverse range of activities that are sure to keep you entertained!

Covid-willing, this 54th gathering of combined Australian Citroen Car Clubs will commemorate 75 years since the 2CV was launched in 1948 and continued in production until 1990 with more than 3.8 million 2CVs produced.

<https://www.clubcitroensa.org.au/cit-in-2023/>

RACV

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SUNDAY 5TH MARCH 2023

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- WELCOME AND POST VINTAGE MOTOR CYCLE CLUBS DISPLAYS, VEHICLE AWARDS.
- DISPLAY OF VINTAGE PUMP AND AGRICULTURAL MACHINERY.
- KALORAMA SPA 10:00 WITH A VARIETY OF FOOD AND DRINKS.
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CCOCA & CCCV  
END OF YEAR  
LUNCHEON**

This year rather than the combined BBQ and roast, an outside caterer was engaged to provide all the meats, salads and deserts.

This saved many members and the better halves from having to prepare extensive cooking and preparation prior to the event.



**FROG HOLLOW D  
2023**



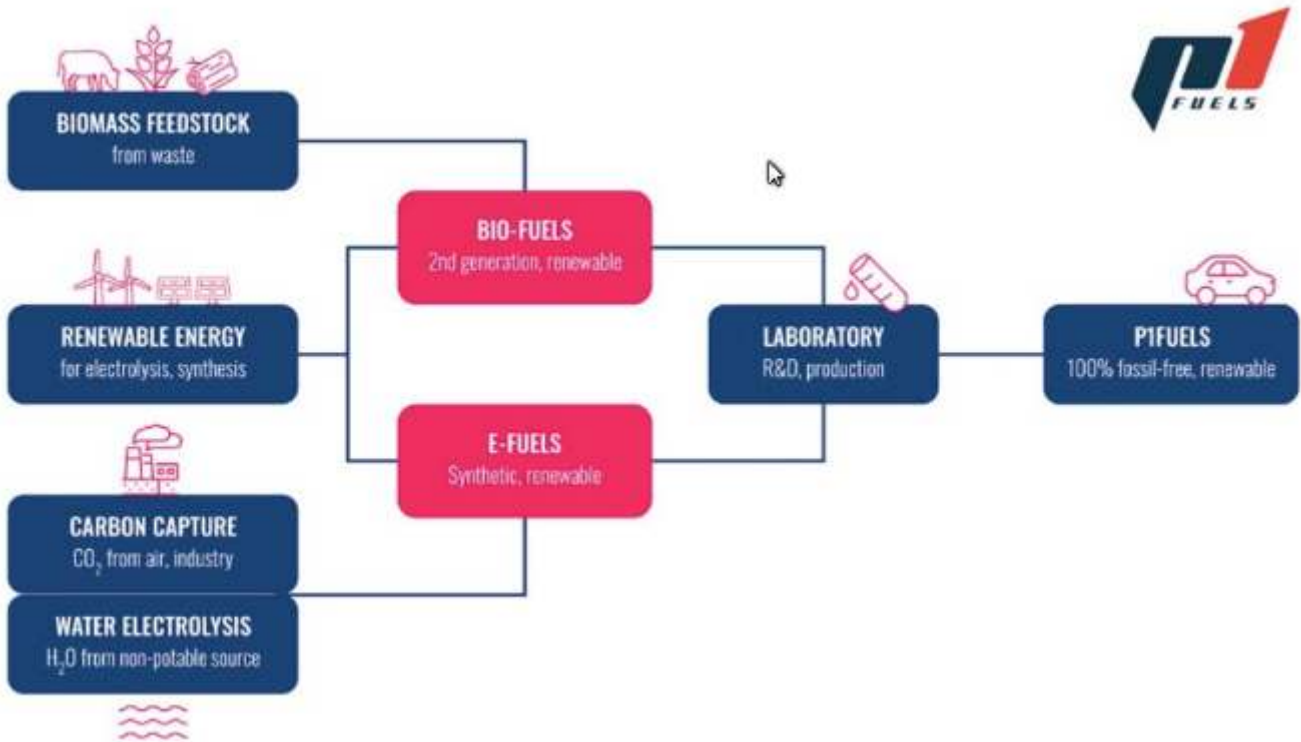




DECEMBER







For example, the four-time Formula 1 world champion Sebastian Vettel repeatedly drove a 100-year-old Bentley on CO<sub>2</sub>-neutral P1 eFuel at historic events. A Formula 1 car by Nigel Mansell, has used CO<sub>2</sub>-neutral P1 eFuel. A VW T1 bus and drove the entire route of the Olympic Rally from Kiel to Munich in 2022 with this modern fuel and had been doing so for six months prior, covering a distance of 3,500 km. All of this was possible without any restrictions or abnormalities.



Long terms tests of P1 eFuel when parked for months, even over the winter, have been undertaken to examine consequences for seals, injection systems, tank deposits, etc. So far, no problems have appeared.

Of course it would still be necessary to add oils in ICE vehicle operation, but here too fossil-free alternatives are already available.





In Germany gas station operator “Sprint” will become a cooperation partner of P1. In the near future, their eFuel will be available for consumers at gas pumps in Berlin. Via an app, users will immediately receive certified proof of the fuel they have filled up – also in paper form if required.

LOGO

The federal and state authorities in Berlin could set an example in terms of climate policy and operate their ICE vehicles with petrol engines in their fleets with CO<sub>2</sub>-neutral eFuel.

The price of eFuel at present is presently between 5 and 6 euros higher than fossil fuel gas, but it is projected that costs will decrease. This will be made possible by producing green electricity in areas where it can be generated more cheaply, such as in consistently sunny or windy regions of the world. An adjustment to the taxation of eFuels would also contribute to lower cost since the tax rate for fuel is based on the basic assumption that it is produced from petroleum.

A tax reduction or implementation of a tax exemption for them could go hand in hand with climate-damaging fossil fuels becoming more expensive, giving an additional incentive for consumers to purchase eFuel and continue to drive ICE vehicles for their virtues.

Current eFuel production capacities are limited and increasing production to fulfil increasing demand in a location such as the Sahara could be set up comparatively quickly. The Sahara region alone offers enormous potential here, but other production sites are also possible. Also important in this context is that P1 Performance Fuels is not the sole supplier of such fuels. There are other manufacturers in Chemnitz, for example, and other projects, such as those by Porsche, are currently being planned in Chile.

There is also the ability to produce synthetic fuels in which no electricity or biomass should be used that could be used for other purposes. P1 Fuels uses biological waste as biomass at their production site in Belgium, which cannot be used in any other way. The electricity used is also 100 percent green.

The [eFuel Alliance](#) state on their website:

**eFuels have been extensively researched – the scientific and technical expertise for a market ramp-up is available. However, the necessary political frame work conditions are currently lacking to enable eFuels production on an industrial scale, such as CO<sub>2</sub>-based taxation of fuels, or the crediting of eFuels as a climate-neutral fuel in road transport. If the market conditions and production rules are right, eFuels can start to be produced in 2025 and steadily ramped-up to allow the complete replacement of conventional fuels in 2050.**

It would help greatly if we are not coerced by those with 100% EV agendas to put in place unrealistic objectives that may well do greater damage to our climate in the long term.

The benefit of eFuels, if made readily available across the board, would enable CO<sub>2</sub>-neutral operation of combustion vehicles and in turn would allow Citroën collectors to operate their treasured classics for many decades to come.





## Traction Avant History

**The Traction Avant, French for front-wheel drive, was designed by André Lefèbvre and Flaminio Bertoni in late 1933 / early 1934. Arguably it is the most influential car ever built. Mixing technical innovation with modern dynamics, it effectively set the template for all modern family cars.**

First produced in 1934, it has a number of features that although not entirely new in cars, this was the first time all had been combined in a mass-produced family vehicle. This includes an all-steel monocoque body shell. There is no separate chassis – never ask an owner where the running boards are – the car never needed them for rigidity. Front-wheel drive was the major selling point, with improved road holding and a completely flat floor inside. Independent torsion bar suspension gave an assured and comfortable ride. Hydraulic brakes whilst not up to today's standards and still using brake drums were significantly better than the cable brakes still in use at the vehicle's launch. Finally, "sleeved" pistons are combined with overhead valves for easier overall and better performance. In many respects, the design was not technologically superseded by other vehicles until the late 1950s (Ford were still using side-valved engines in the 1960s!).



Manufactured initially in Paris, but also in Belgium, Cologne and even in Slough England, where manufacturing continued until 1957! Some of the Traction seen on the road are as British as other 'foreign' marques currently produced in the UK. Potentially even more so, since to avoid import duty on parts and components, Citroen had to demonstrate that at least 50% of the car was sourced in the UK. Inevitably, vehicles produced in different locations incorporated components sourced locally e.g door handles, lights etc as well as finishes aimed at the market in which they were intended to be sold. In British produced cars this is reflected in the use of wooden dashboards, leather upholstery etc whereas the French models had far more utilitarian finishes

### Models and Variants The Originals 1934-1941

These are the original small boot and smaller-engined saloons. The boot was initially only accessible from the interior of the car. The engine size was originally 1303cc but this increased in size over the years up to 1628cc. Both Roadsters (Cabriolets) and Fixed Head Coupes (Faux Cabriolets) were produced at this time.



French nomenclature: **7CV A-C**. British nomenclature: **Light 12**

### The Small Boots 1934-1952

The 1911cc was introduced in 1934 and by 1941 the original smaller engine had been dropped. This larger engine enabled a larger 'Normale' version of the car to be produced. This is noticeably wider and longer than the 'Legere' or 'Light' car.



French nomenclature: **11CV Legere & Normale**  
British nomenclature: **Light & Big 15**





### The Two Doors 1934-1938

In the early years of production two-door models were made. Very few of these were made, and even fewer now survive. Originals fetch eye-watering sums of money, but they are works of art.



French nomenclature: **Cabriolet & Faux Cabriolet**  
British nomenclature: **Roadster**

### The Big Boots 1952-1957

In 1952 in an attempt to update the styling Citroën enlarged the boot of the car and placed the spare wheel inside. It's debatable if this improved the ergonomics or increased the luggage space. The bumper also became straight rather than curved which would have reduced production costs.



French nomenclature: **11CV Legere & Normale**  
British nomenclature: **Light & Big 15**

### The Limousine 1934-1940

Only produced in France the Limousine was a 5-6 seater saloon. Effectively the same as the Familiale but without the extra row of seats.

### The Familiale 1934-1940, 1953-1957

The world's first people carrier

With 7-9 seats in three rows of seats the Familiale can claim to be the world's first people carrier. This model was also extensively used as a taxi in France.

Production of this body style resumed much later after the war.

### The Commerciale 1934-1941, 1954-1957

An Estate Hatchback

The last of the extended body variants, the Commerciale was designed with an opening rear tailgate. Although technically not a van it was heavily advertised for commercial use but still able to transport the family at Le Weekend.



### The Six Cylinders 1939-1956

In 1939 a six-cylinder 2867cc engine was produced for the 15/6 (or Big 6). Although similar to the Normale the car had a number of visual and structural changes to accommodate the larger power unit.

In particular, the grille treatment was more raked and produced a more luxurious and sporty look.

Production continued until 1956 because of the introduction of the final variant.



French nomenclature: **15/6 et 15CV Familiale**  
British nomenclature: **Big 6**

### The Hydraulic 6 1954-1957

The Citroën DS is the first car most people associate with the 'hydraulic era' of Citroën. However, its suspension system was first debuted in 1954 on the Traction (at least on the rear).

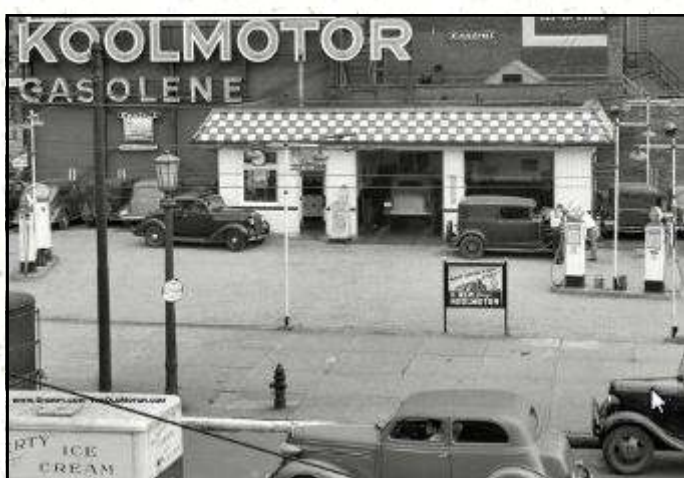
It featured a higher compression ratio to help power the suspension. It also had longer portion bars at the front which protruded from the grille.

<https://www.traction-owners.co.uk/citroen-traction-avant-history/>

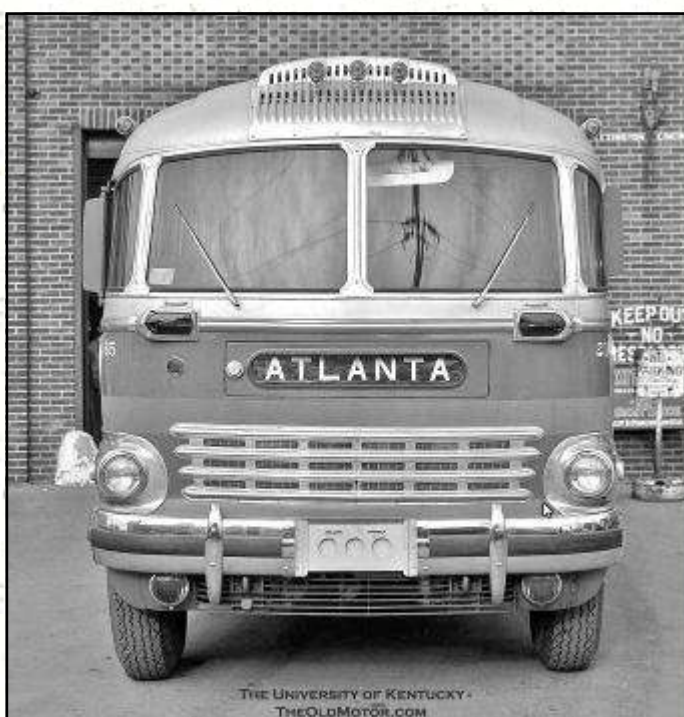


# The Old Motor

A very active photo magazine with thousands of great photographs and art, covering most anything on wheels between 1895 – 1965.



A Koolmotor Gasoline Station in Cleveland Ohio: This 1937 image showing a very interesting facility with bold neon signage is just one of 100s of photos on over 75 pages in our Garage & Dealership category on [The Old Motor](#).



Go Greyhound on The Old Motor: This A.C.F. Brill Model IC Coach was one of the new and modern style buses introduced by the bus company in the early post-war days. See more photos of it and others on our two-part history of the bus company on [The Old Motor](#).



The 1948 Mustang - A Short-Lived Streamliner: Roy McCarty of Seattle, Washington, designed this unique mid-engine tear-dropped shaped car. It had a number of unusual features and actually went into limited a production. See and learn all about this post-war oddity today on [The Old Motor](#).







Pennzoil Lubrication Time at the Biltmore Garage: This scene complete with a Packard Roadster, is only one of many showing an interesting series of photos taken for the oil company to promote its products in 1931. Learn the history of Pennzoil and see more photos on [The Old Motor](#). #classic cars



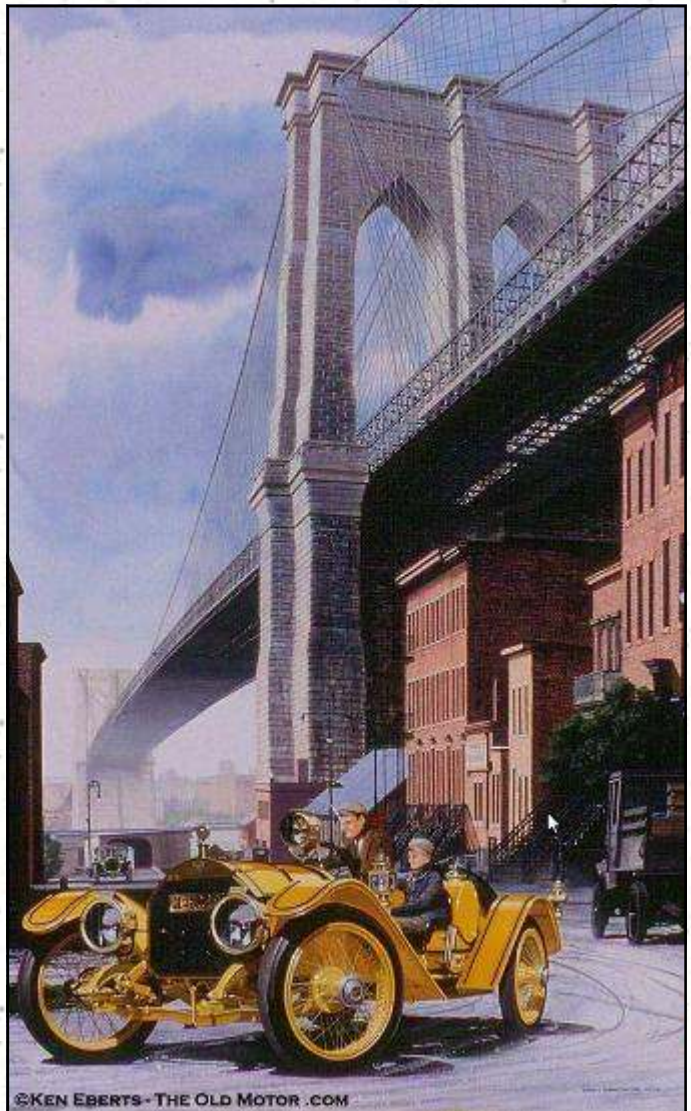
Everyone Like's a Little Tyke – The Bebe Peugeot: The pint-sized little car was the perfect thing to clown around with and Frank Clarke, a stunt flyer in Hollywood during the twenties and thirties, can be seen doing just that here in a photo, taken in February of 1921. Learn all about the car designed by no less than Ettore Bugatti and see more photos and info on [The Old Motor](#). #classic cars



An Armstrong Siddeley Mobile Machine Tool Showroom: No it's not an early Pope Mobile - It is an Armstrong Siddeley Sapphire, which was cleverly turned into a rolling showcase for British manufacturer Adcock & Shipley Limited to demonstrate one of their horizontal milling machines. See it and 100s of other unusual photos in our "Out of the Box" section on [The Old Motor](#). #classic cars



A Roaring Twenties Buick Snowmobile Conversion: We have covered a number of early snowmobile conversions this winter but now this mystery machine appears that is based on a circa 1926 Buick. See all of the others and help us identify this one on [The Old Motor](#). #classic cars



<https://theoldmotor.tumblr.com/page/3>



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## Wanted to buy

09/22

Member Darren Saunders is wanting to buy a Citroën Ami berline. In relation to wanting to purchase this Darren comments:

I am essentially looking to be first in mind of anyone who is looking to sell one of these vehicles, whenever that may be. I already own a NSU and a Lightburn, which cars exist in similar low numbers to Ami's and which I acquired in much the same way.

I am not terribly fussed about colours etc., though I'm looking mainly at the earlier models. I am not particularly seeking a concours example, but not hugely keen on a project either. I am principally looking for an example that I can drive straight away, as I very much enjoy getting my classics out on the road. The only non-negotiable is the berline body style.

If you have a vehicle that may fit Darren's requirements which you are considering selling, or if you have knowledge of any such vehicle anywhere in Australia that might be for sale now, or sometime in the future, Darren would love to hear from you. You can contact **Darren on 0412 260 373, by SMS initially** is preferred due to a high daily volume of spam calls.

## PARIS APARTMENT

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

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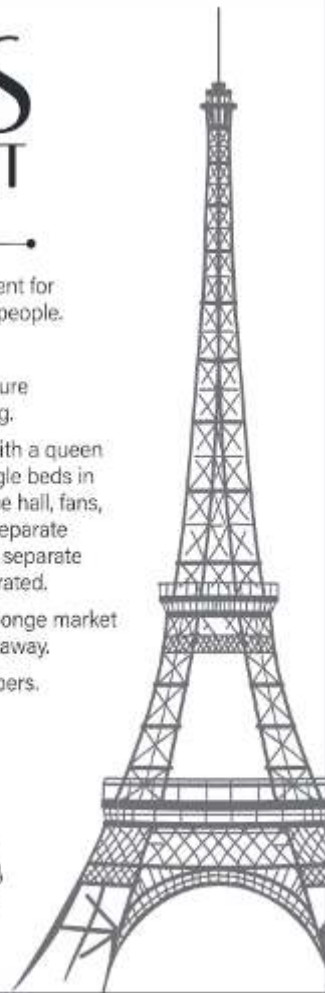
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[www.maisondelaclef.com.au](http://www.maisondelaclef.com.au)



## Wanted to buy

Front driver side mudguard and bumper bar to suit 1996 Citroen Xantia.

ph 0404211223 [mrpdwhite9@hotmail.com](mailto:mrpdwhite9@hotmail.com)

## Wanted.

10/22

Citroen Arcadiane work shop manual and owners manual. A Dyane manual would be a good compromise.

Contact Peter Moloney 0411 869 705

## Wanted to buy

10/22

Citroen C5: Sedan, Wagon, or Hatch.

Contact: Richard Ward: 0417 316 060

## Wanted—Help!

10/22

I need help on how to install the front mudflaps on my Citroen ID19 1966 model I have attached a photo of the mud flap and the area for attachment.



Contact: Rod Gleeson—Mildura, 0418 359 662

Anne & Rod Gleason [[maxwelldog@bigpond.com](mailto:maxwelldog@bigpond.com)]

## Wanted.

11/22

Can anybody help our Tasmanian member, Bauke Meijer who is looking for a right hand side (driver's) mudguard in good rust free condition for a third front DS? If you can assist please contact Bauke by text on 0408 781 254 or email at [mothersworry79@gmail.com](mailto:mothersworry79@gmail.com)





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