

A row of red Citroën cars is displayed in a large, ornate hall with high ceilings and arched windows. The cars are parked in a line, and people can be seen in the background. The scene is brightly lit, highlighting the glossy finish of the vehicles.

THE
CCCVA **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

November 2022

Internet: www.citcarclubvic.org.au

**40 PAGE ISSUE
FEATURING
MOTORCLASSICA**

IN THIS ISSUE
NEW CITROËN LOGO
CITROËN CAR CLUB UK
THE GOGOMOBILE DART
ALAN'S AMAZING ADVENTURES
CITROËN 2CV INSPIRED CONCEPT

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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

The Bendigo Swap Meet

12-13 November 2022
Bendigo Show Grounds

Gates open: 6am Saturday and 7am Sunday

Admission: Saturday \$15, Sunday \$5
Children under 16 free



Show N Shine at the Swap is open to the first 70 cars that come along but not prior to 6:00am Saturday. Enter via gate 3. All persons in the vehicle pay normal admission prices.

We cannot guarantee you a place and appreciate that you may want to be part of the display but it could be that you will have to park your collectible vehicle on the street.

Please consider if you want to do that as we cannot guarantee you a spot inside.

Enquiries to Neil 0408 033 839.





With the dust settling on the AGM I am pleased to be heading up the committee as your new club President. First things first, a big thank you to Peter Molo-

ney and Bruno Tonizzo who have been doing a sterling job at the helm for the last 2 years. I'd also like to welcome Ian Downie back to the committee taking on the role of secretary.

The quiet time between now and Christmas is a good time to reflect on how we can make the club do more for the members. I have a few ideas but I'd also like to hear from you, what could we be doing in terms of events, club nights, tech days etc. At heart, CCCV is a social club so the events need not necessarily be car related. Drop me a line at the president's email address.

For those that didn't attend, this year's AGM and dinner was a great night filled with chat, laughter and good food. A big thank you needs to go out to the team of volunteers that made it happen. The club is in very good shape overall with member numbers bouncing back to pre covid numbers of about 260. The piggy bank is looking nice and full as is the rainy day fund. As such subscription fees will be staying at their current amounts. The time has come to put some of our funds to good use so any suggestions are welcome. The bi-monthly hardcopy newsletter seems to be working well so we shall continue with the format. Our Editor Brian is always on the hunt for content so feel free to send through your tech tips, restoration stories, trip journals and calamities.

This month we also had Motorclassica which turned out to be a bit disappointing this year for a variety of reasons. The French Car Festival organized by the Peugeot Car Club was a great success despite a shaky start after the wet weather. Coming up we have the November general meeting with a presentation from Stuckey's Tyres followed closely by the combined CCCV & CCOCA Christmas picnic. Just a reminder that you need to RSVP for the Christmas Picnic, details are on the flyer.

Finally, a huge thank you to the committee without whom this club would be lost. All of them volunteer their time to organize events, support the club shop, run the CPS scheme and keep the club running.

President – Michael Faulks

Vice President – vacant

Secretary – Ian Downie

Treasurer – Peter Moloney

Editor – Brian James

Events – Dave Rogers

Club Shop – Wolfgang Siem

General Committee – Haydn Kelvy, John Parsons

Non Committee Positions:

Membership – John Wyers

Website Admin – Nicholas Hutton

CPS Secretaries:

Tom Gruzca

Peter Moloney

President: Michael Faulks.

FRONT COVER

One lineup of cars at the 2022 Motorclassica held in the Exhibition Building in Melbourne.

BACK COVER

Citroen elected concepts.

*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 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: :Penny Herbert, Gabor Holmik, Davis Goldsmith and Kin Winderbank. 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

2022

Draft Activities Program

2022

NOTE: Club nights are held in our club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 at 8pm ON THE THIRD THURSDAY IN THE MONTH.

Monthly 1st- 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](https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/6334fc52be9eaf6377fa0d27/1664416931031/AOMC_News_157_September__2022.pdf)

https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/6334fc52be9eaf6377fa0d27/1664416931031/AOMC_News_157_September__2022.pdf

Sep	10	Tech day at Ted Cross shed. See p/6
	14	The Healy Factory. Book/essential. See p/7
	15	<u>No club night this month in lieu of our visit to the Healy Factory the previous night.</u>
Oct	07-09	Motorclassica
	16	French Car Festival Cruden Farm Langwarrin see p/8
	20	Club night, AGM & BBQ at clubrooms.
Nov	12-13	Bendigo Swap Meet –CANCELLED
	17	Club night
	25-27	Geelong Revival Motoring Festival on the water front. https://geelongrevival.com.au/ see p/33
Dec	11	Combined CCOCA & CCCV Christmas Spit Roast. Frog Hollow Reserve 25 Fordham Ave, Camberwell VIC See p/7

PRE BOOKING ESSENTIAL

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

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			

Forthcoming Club Events

November 17th

CLUB NIGHT

Time: 8.00pm

8/41 Norcal road Nunawading



Presentation: by

STUCKEY'S TYRES.

November 12th-13th

BENDIGO SWAP MEET



We regret to inform you that the 2022 Bendigo National Swap Meet has been cancelled due to the Bendigo Showgrounds being reserved to provide accommodation for people impacted by the floods in Northern Victoria.

Email: info@bendigowap.com.au

December 11th

ANNUAL END OF YEAR BBQ & BREAKUP

Where: Frog Hollow Reserve
5 Fordham Ave, Camberwell

Time: 12.00pm

BRING: Tables, chairs, glasses, BYO drinks and nibbles

PRE BOOKINGS ESSENTIAL

See page 7 for full details



These photos were taken by my father-in-law (Dick Henderson) of Len Lukeys Citroen Lt15. Even a shot after he tipped it.

The story goes that Len was a very fast driver and attended lots of lap dashes and eventually donated the grounds to Phillip Island.

Susan remembers him towing a caravan behind his race car, spending the weekend there and driving the van back.

John Wyers



Combined CCOCA & CCCV Christmas Spit Roast

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

There will be a selection of roast meats and salads along with all the trimmings.

Dessert will also be provided.

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



WHEN: Sunday 11 December 2022

TIME: 12.00pm

WHERE: Frog Hollow Reserve

25 Fordham Ave, Camberwell VIC

COST: \$10 per person

RSVP: Essential Thursday 1 December

BOOKINGS:



<https://form.jotform.com/222422874900857>



<https://form.jotform.com/222423144770853>

BRING: Tables, chairs, glasses, BYO drinks and nibbles

FURTHER INFO: Lee Dennes

l.dennes@bigpond.net.au

This Citroën 2CV inspired electric concept shines in dual-tone colours and modern styling

By [Gaurav Sood](#) 07/01/2022



The legendary 1945 Citroën 2CV often referred to as the umbrella on wheels had a fixed profile convertible bodywork and roll-back sunroof. This world's first front-wheel-drive car was produced between 1948 – 1990 with more than 3.8 million units sold. In fact, the ride mirrored the Volkswagen Beetle in more ways than not. The definite charm of both these cars is truly undeniable all these years, and still continues to brush automotive fans.

To revive the nostalgic memories of this economy family car, designer Jean Louis Bui has penned an [electric concept](#) in a modern avatar. Dubbed the Citroën La 2 Deuche Concept, this cheeky mini car has a sense of airiness to it. Retro DNA of the vehicle is visible in the section over the wheels, the headlights and the accordion-like retracting rooftop which turns it into a convertible. According to Jean the styling is picked from the simple lines and silhouette of the inspiration – particularly the Charleston version. The rest of it has the more modern profiling – especially the side profile and rear. Those taillights and the wheels do give off the futuristic vibe, and as far as the exterior goes, it ends there.

Designer: Jean Louis Bui

YD
YANKO DESIGN

<https://www.yankodesign.com/2022/07/01/this-citroen-2cv-inspired-electric-concept-shines-in-dual-tone-colors-and-modern-styling/>





The big [Citroën](#) logo on the grille makes the modern-looking version of the 2CV come alive combined with the dual colorway in shimmering black and red. The other color option the designer goes for is the sea green and black which also looks nice but I would not go for this one if ever Citroën plans to revive the classic for real. That Charleston-influenced bio-tone color is quite evident in here, and it's refreshing. Also, this has to be a playful vehicle owing to its style and colors, just like the Citroën 2CV back in its glorious time. The designer in his submission emphasized that the concept embodies the “emblem of France as well as the Eiffel Tower,



The new Citroen logo is bold, dramatic and very familiar

By Joseph Foley published 28/09/2022
Taking things back to 1919.

CB CREATIVE BLOQ ART AND DESIGN INSPIRATION



They say that sometimes you have to go backwards to move forwards. Citroen has a new logo that manages to look leaner and bolder but also incredibly familiar. In fact, it's come full circle, or should we say, full oval? To develop a more modern logo better suited to digital uses, the French carmaker has travelled back 100 years to revisit its original oval-shaped symbol from 1919.

With a few tweaks, the result is a more prominent logo to spearhead the brand's transformation as it looks to "clarify its future". It's no retro gimmick, though, feeling like a genuine return to the logo's roots. It has new colours, type and a tagline too. And while I'm not saying it's one of the [best logos](#) of all time, it is a marked improvement on the current design.



The current Citroen logo (left) and the new Citroen logo side by side (image credit: Citroen)

The new Citroen logo sports the familiar deux chevrons that have been on every logo in the company's 103 years of history (of interest for trivia fans, apparently they're a nod to founder André Citroën's first company, which was a metalworking business that produced chevron-shaped herringbone gear systems). The chevrons have been made wider and more prominent, and they're contrasted by a softer ("almost humanly soft", according to Citroen) vertical oval frame.

As you probably already guessed, the logic behind the new logo is to achieve a better appearance "in the digital environment", but it'll also be seen in all other uses, including signage at dealerships and as a prominent badge on all Citroen vehicles.

Citroen's global brand designer Alexandre Revert says: "As we look to clarify our future focus, it was logical for us to close the loop by coming back graphically to André Citroën's first logo which represented the genuine promise of affordable and innovative mobility for all."

He describes it as a "significant if subtle evolution,

where the precision of the technical, functional chevrons are embraced by and contrasted with the warmth and almost human softness of the oval that surrounds them.” The in-house design team, working with [Stellantis Design Studio](#) (opens in new tab), took inspiration from non-automotive brands, including cosmetics and clothing, "to create a warmer expression of the brand". That's perhaps most clear when the logo's seen with the new colours and the wordmark, which is based on Citroen's current proprietary fonts.

White and cold grey aim to communicate calm serenity while two contrasting colours will be used for details: Monte Carlo Blue, inspired by the 2CV and the DS, makes a comeback for corporate and retail applications, and a more energetic 'Infra-Red' will add dynamic contrast. There's also a new tagline, "Nothing Moves Us Like Citroën". Citroen says the new branding will debut on a new concept car at the end of September before rolling out across its range from the middle of next year.

The Citroen Logo history



The first Citroen logo was created in 1919. It's gone through several iterations since then, with one constant always remaining in some form – the 'deux chevrons'. However, in recent years they've been getting less chevron-like after going full-on 3D in 2009 and then being flattened while retaining shading from the 3D version, which made them look more like boomerangs, becoming only a reference to the original concept.

The new Citroen logo takes things back to the original logo with an oval outline and flat chevrons, but they've been made thicker. The type has also been made cleaner, with a more pleasing iteration of the previous font, which had retro futurist cyber feel to it. The logo is the latest in a string of recent logos from car makers, from a sharp new [Aston Martin logo](#) to a confusing new [Skoda logo](#) and the more radical [Dacia rebranding](#).



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 pages 13-15

Club Citroen of SA
17-20 March
2023



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/>



Hello fellow Citroen enthusiasts who are joining us for **Alans Amazing Adventures** - on our way to Murray Bridge for **CIT-IN 2023**.

This is a preliminary advice as to daily destinations and accommodation recommendations. Please arrange your own accommodation as soon as you are able and then advise us. Mention a Group Booking for the Citroen Club which will then trigger appropriate discounts.

For those folk who intend to travel along with us could you please advise both Helen Cross (crossfam@ozemail.com.au) and Alan Simpson (alansimpson99@gmail.com) and include detail of where you intend to meet with us (likely Geelong) and also the accommodation that you have booked (Warrnambool, Mount Gambier, Robe). With this we should be able to manage an accurate head count as we travel!

For folk coming over from Tasmania, the ferry will now arrive/depart from Geelong at the new ferry terminal. So with this in mind it is suggested to have the meeting and assembly point in Geelong, approx. 70km from Melbourne CBD.

A further circular will be provided to entrants detailing suggested routes and activities as we travel along.

Tuesday 14th March 2023

Meeting place - BP Truckstop South Bound at 455 Geelong Ring Road at Corio, Geelong – meet at 10.30am, depart 11.00am.

<https://map.bp.com/en-AU/AU/gas-station/corio/aa-geelong-southbound/7470>



Day 1 – Tuesday 14th March 2023 – Melbourne to Warrnambool, about 260 km

Suggested accommodation – **Big 4 Fig Tree Holiday Park**

33 Lava Street, Warrnambool. 3280

www.figtreepark.com.au.

Email: reservations@figtreepark.com.au

Phone: (03) 5561 1233

This park has a multitude of cabins and some tent sites and has camp kitchens. The park is located quite close to the Warrnambool CBD, about a 1km walk or drive.

DAY 2 – Wednesday 15th March 2023 – Warrnambool to Mount Gambier, about 200 km

Suggested accommodation – **Blue Lake Holiday Park**

Lot 100 Bay Road, Mount Gambier. 5290

<https://bluelake.com.au/>

Email: info@bluelake.com.au

(08) 8725 9856

Again this park has a multitude of cabins and some tent sites and has a large camp kitchen. The park is located a short 3km drive to the CBD of Mt Gambier.

DAY 3 – Thursday 16th March 2023 – Mount Gambier to Robe. About 140km.

There are multiple accommodation options in Robe, however we found it difficult to find a tourist park site that would likely house all our happy mob. So multiple options are suggested, all located relatively central to the town.

Suggested accommodation

1/ – Sea Vu Caravan Park

1 Squire Drive, Robe. 5276

<https://www.seavucaravanpark.com.au/>

admin@seavucaravanpark.com.au

phone (08) 8768 2273

This park has a modest number of cabins and plenty of van sites and tent sites and has a large camp kitchen. The park is located a short walk to the CBD of Robe.

2/ – The Guichen Bay Motel

42 Victoria Street, Robe. 5276

<https://www.theguichen.com.au/>

info@guichenbaymotel.com.au

phone (08) 8768 2001

This small motel has a limited number of rooms and is located in the CBD of Robe. I may have booked a room here!

3/ – Robetown Motor Inn

1 Squire Drive, Robe. 5276

<https://www.robetownmotorinn.com.au/>

reception@robetownmotorinn.com.au

phone (08) 8768 2185

This motel has an array of rooms and is located a short 500 metre walk to the CBD of Robe

Day 4 – Friday 17th March 2023 – Robe to Murray Bridge. About 260km

Arrive at Murray Bridge for CIT-IN 2023.

For those folk who intend to travel along with us could you please advise both Helen Cross (crossfam@ozemail.com.au) and Alan Simpson (alansimpson99@gmail.com) and include detail of where you intend to meet with us (likely Geelong) and also the accomodation that you have booked (Warrnambool, Mount Gambier, Robe). With this we should be able to manage an accurate head count as we travel!

ALSO FULL DETAILS
UNDER THE CITIN 2023 LOCATION ON THE CCCV CLUB WEBSITE.



2022 AGM



The 2022 AGM was well attended by members and partners for a BBQ and salads dinner prior to the club meeting and social.

Peter Moloney our retiring President gave an extensive run-down on the past year and a projection of what might lie ahead in 2023.

All prior office bearers offered themselves for re-election and were re-appointed.

Michael Falks was elected as the new President, with Peter Moloney continuing as treasurer.

After a gentle tap on the shoulder, Ian Downie accepted the position as secretary.



Peter Moloney giving the President's report of the past year and how 2023 might unfold.



A special mention must be made of Peter and Kate Moloney, Dave Rogers and Helen Cross for a magnificent variety of meat for the BBQ together with a great selection of salads, followed by an equally inspiring selection of taste thrills for desert. As always: top class.

The Goggomobil Dart – An Unusual Australian Micro Sports Car



The Goggomobil Dart is a car almost entirely unknown outside of its native Australia. The Dart was developed in 1958 using the German Goggomobil microcar as its platform. A sleek, light-weight body was designed and manufactured using fiberglass which was then installed onto the Goggomobil chassis.

Despite the relatively short 1959 to 1961 production run, over 700 Goggomobil Dart bodies were built, and they're now more common in Australia than the original Goggomobil they're based on.

The Goggomobil Microcars

The Goggomobil series of microcars were a German post-WWII answer to vehicles like the Fiat 500, Iso Isetta, [Citroen 2CV](#), and to some extent, the Messerschmitt KR200.

Fast Facts – The Goggomobil Dart

- The Goggomobil Dart was first shown to the public in late 1958, it's a car that uses a two-seater fiberglass body mounted to a Goggomobil chassis and it's powered by the original two-cylinder, two-stroke engine in either 300cc or 400cc sizes.
- The Dart proved to be an almost instant cult classic in Australia, a country known for its fondness of the underdog.
- Though the Dart wasn't fast by any means it did provide a fun, entertaining driving experience and to this day the surviving Darts are treasured by their owners.

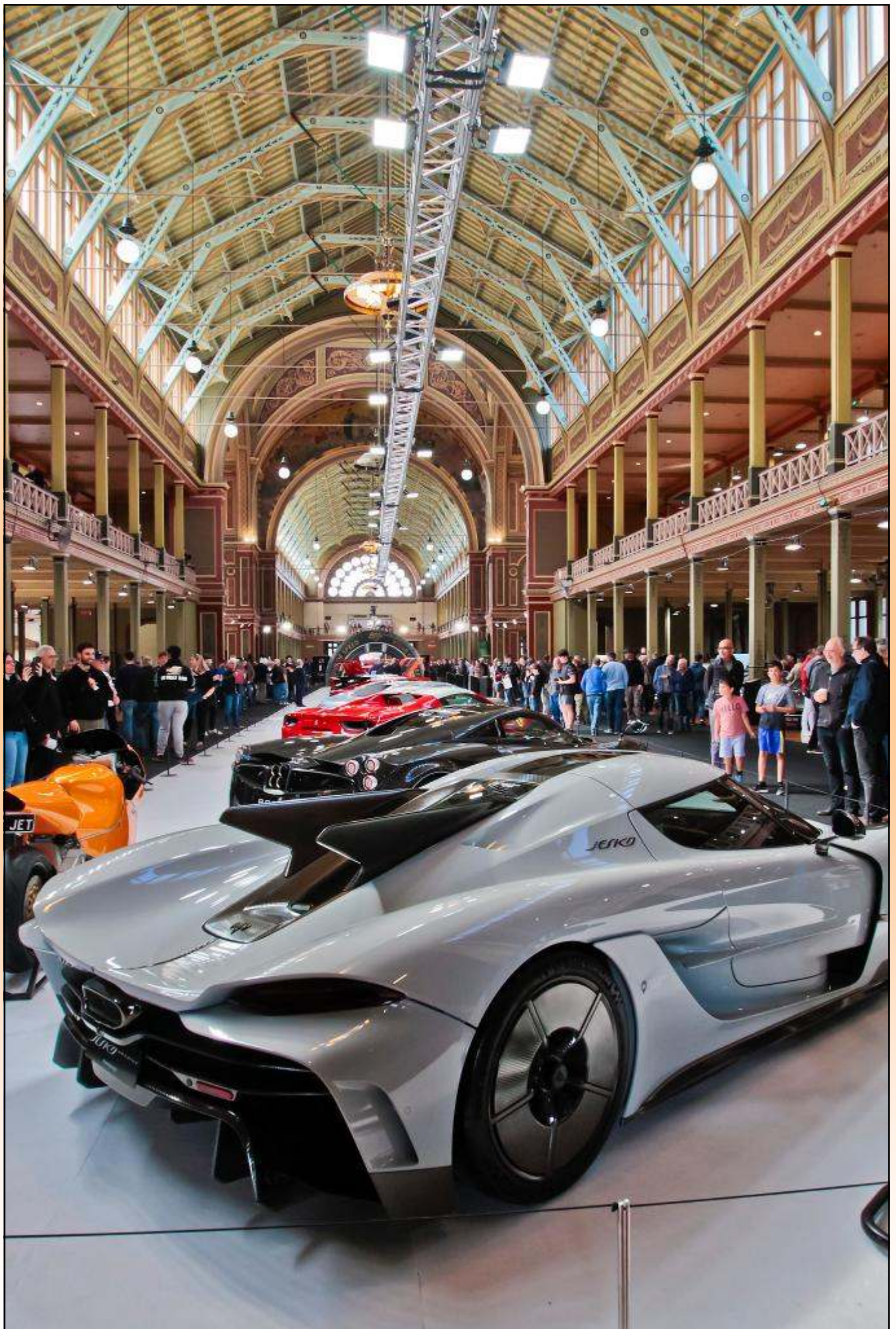
The total curb weight of the Dart is just 380 kilograms or 840 lbs, the power output is approximately 15 hp and the top speed is listed as 53 mph (85 km/h) however this varies depending on the engine size and total occupant weight.

continues on pages 28-29















OR
ICA









An early line up of some CCCV members cars at the Marque Park held outside on Friday 7th October for the 2022 RACV Motorclassica being held in the Exhibition Building in Melbourne.

All images pages 20-21: John Wyers.





D Series:- Michael Faulk and Colin Berwick.

2CV:- "Amelie" John Parsons.

CX Turbo:- Peter Moloney

AMI :- Colin Bates

XM:- Des Smith

SM :- Simon Marshal

GS:- Dave Rogers





SPORT-COUPÉ en LIMOUSINE



This is a period advertisement for the Goggomobil TS series and T series (from left to right). The TS series was more luxurious and cost a little more, however the T series vastly outsold it.

The first in this series was the Goggomobil T250, it was introduced by [German automaker Glas](#) at the 1954 IFMA International Bicycle and Motorcycle Show as a transportation option that wasn't that much more expensive than a regular motorcycle.

Post-WWII Europe was beset by austerity and the depressed economic situation meant that many people who needed cars for transport simply couldn't afford them. This led to the skyrocketing popularity of motor scooters from companies like Vespa and Lambretta, and small-capacity motorcycles from companies like Iso and Ducati.

Another popular solution was microcars, tiny little automobiles that were often powered by motorcycle or scooter engines and typically had space for just two adults. These microcars offered protection from the elements which was particularly welcome in wet weather and during the long European winters.

German automaker Glas had started out making tractors before diversifying into motor scooters, microcars, and full-sized automobiles. After showing their new Goggomobil T250 to the public in 1954 the company found they struggled to keep up with demand.



Weighing just 380 kilograms or 840 lbs the tiny Dart is powered by a two-cylinder, two-stroke engine mounted in the rear

Goggomobil production would run from 1955 right the way through until 1969, a number of models were offered including the T250, T300, and T400, and the more upmarket TS 2+2, TS250, TS300, and TS400.

Over 280,000 Goggomobils were built during this time and only a tiny fraction of that number have survived to the modern day in the care of collectors and museums.

from page 17





The Goggomobil Dart

The Goggomobil Dart is a [uniquely Australian](#) design developed by Bill Buckle through his company Buckle Motors Pty Ltd. based in Sydney. Buckle was a Goggomobil importer who developed a few unusual new fiberglass bodies for Goggomobil chassis. The most famous of these by far is the Goggomobil Dart.

In the 1950s there had been a surge in the use of fiberglass for automobile bodies both by major automakers themselves and by low volume sports car builders, particularly in the United States. It's likely that these low volume production companies are what inspired Bill Buckle to create the Dart.

Each Goggomobil Dart began as the rolling powered chassis of either the Goggomobil T300 or T400 model, the key difference being the engine size of either 300cc or 400cc. Buckle's unique [Dart body](#) was then fitted to the chassis and equipped with all the essentials like seats, a windscreen, and a basic fit out.



Above Video: This is a short film on the Goggomobil Dart by Barcroft Cars in Australia, it gives some additional history on the car and it includes footage of it being driven.

The Dart tipped the scales at just 380 kilograms or 840 lbs, it could accommodate two people, and the top speed was up to 53 mph (85 km/h) depending on engine specification and passenger weight.

Ultimately the Dart was never a serious performance car, but it was an incredibly fun sports car that remains very popular in Australia with devout fanbase.

The 1959 Goggomobil Dart Shown Here

The car you see here is one of very few that has been exported out of Australia, specifically to Northern Ireland in this case. This example is from the first year of production and it's being offered out of 28-year ownership by the current owner.

This car is powered by the more powerful 392cc version of the two-stroke, two-cylinder engine which sends power to the rear wheels via a 4-speed manual transmission.

Since its recent restoration this Dart has covered just 170 shakedown miles and it's now being offered for sale.



Above Video: This Telstra advertisement for the Yellow Pages business directly can be quoted verbatim by any Australian over the age of 30. It made the car famous all over again when it started airing in the early 1990s.



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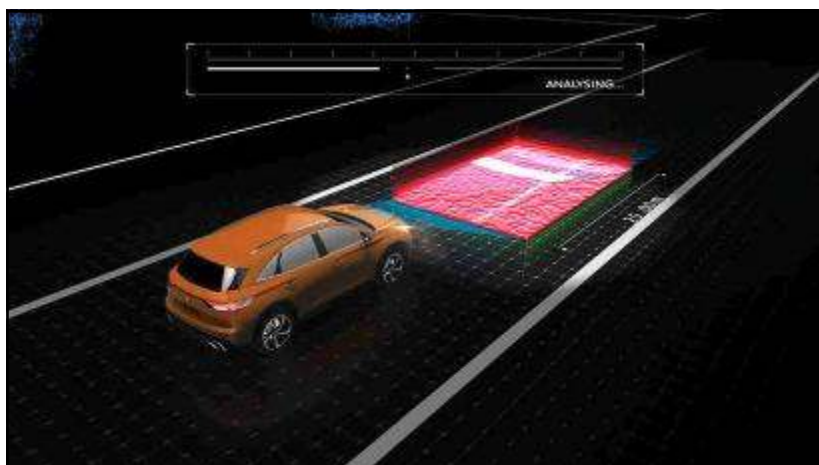
<https://silodrome.com/goggomobil-dart-sports-car/>

Erstwhile Editor of the Citroënian, Chris Burmajster reviews the DS7



It comes with (on some models) Active Scan Suspension which give a ride rather like the Citroën C6, although not quite as smooth. It derives from the Mercedes S Class. DS Active Scan Suspension analyses the road ahead and adjusts automatically, making DS 7 Crossback able to handle imperfections in the road's surface with ease.

This innovative technology employs a camera placed behind the windscreen connected electronically to the front and rear axles. This works with four height sensors and three accelerometers to gauge DS 7 Crossback's reactions such as speed, steering wheel angle and braking. Data is transmitted in real time to an electronic control unit, which governs each wheel independently. Based on this data, the control unit continually makes the suspension firmer or softer. DS Active Scan Suspension uses swift reactions and finesse to improve comfort on the move, resulting in a unique, smooth driving experience.





Since the beginning of DS Automobiles, light signatures have been at the heart of the design ethos. Fashioned like a piece of jewellery, DS Active LED Vision headlights come alive the moment you unlock DS 7 Crossback. The LED modules swivel through 180° and give off a purple light in a show of welcome.

As well as their aesthetic appeal, DS Active LED Vision headlights give you a high intensity light that automatically adapts to all conditions. In daylight, the vertical daytime running lights, designed to look like the interior's pearl stitching, work with LED projector modules to create our eye-catching light signature.

Lighting modes available on DS 7 Crossback:

- Town: the beam's width is increased to enable you to identify hazards at the side of the road.
- Country: activated from 30mph, this mode offers a field of vision focused straight ahead (most suitable for country roads), but sufficiently spread towards the sides of the road to illuminate hazards.
- Motorway: above 70mph the brightness of the lighting modules is more intense. The headlights are raised slightly to increase the beam's range.
- Adverse Weather: when the windscreen wipers are on, the power of the lighting modules increases to help you pick out white lines. The main projector reduces its intensity to avoid any risk of dazzle from the wet road.
- High Beam: this lighting mode can be activated at any moment by the automatic main beam function. The power and range of the lights are set to maximum to illuminate the length and breadth of the carriageway.

The rear exterior lights are like a diamond shape. They contain the red diamonds and the orange turn lights are above it. They flash from right to left when applied.

The interior is like nothing else. The Prestige model is covered in leather. The diamond shape is everywhere, on the digital dash, on the switches, on the seats. A large, 12 inch touchscreen is provided, which controls virtually everything. There are controls for heating and ventilation, audio, sat nav, access to the cars elements, Apple car play, Android auto, MirrorLink and phone connections. The seats are most comfortable, and support you throughout and the rear seats lean back electrically. There is a analogue clock that unfolds each time you start the engine.

The 12 inch digital dash has six features which you can select via the circular button on the steering wheel. You can select personal mode, driving mode, navigation mode, minimum mode, night mode and dials mode. There is also room for voice commands. The sat nav is from Tom Tom and can be had with various things including speed cameras.





The boot is quite large with a capacity of 12 gallons (55 litres) of space.

DS Night Vision

Using the infrared camera in the radiator grille, DS Night

Vision improves visibility during the night. This new technology is able to identify pedestrians and animals over 50cm tall up to a distance of 100m. Added to this, increased light intensity improves overall visibility up to 300m in front.

The digital instrument panel clearly displays the situation in front of the vehicle (in greyscale) for the driver. Hazards are highlighted in yellow, changing to red as they get closer.



DS Extended Traffic Sign Recognition

This system recognises speed signs along with a number of other traffic signs and displays them on the instrument panel. DS 7 Crossback is the first vehicle in the C-SUV segment to make these technologies available.

DS Connected Pilot

DS Connected Pilot is a step closer to autonomous driving, but still allows you to retake full control of the car at any point. The innovative system regulates the speed and distance in relation to the vehicle in front, while the Stop & Go function allows DS 7 Crossback to come to a complete stop, and set off again.

Lane Keeping Assist works in conjunction to position DS 7 Crossback precisely in its lane by controlling the steering. This system is particularly well suited to motorways, provided that the white lines are clearly visible. While the driver must still remain focused on the road ahead, it makes for driving that's safer and less stressful.

The driver enters a reference speed in the Adaptive Cruise Control Stop & Go (from 20 mph), and activates the Lane Keeping Assist using a button on the right of the dashboard. To remain active, the system requires the driver to keep his/her hands on the steering wheel, even without the need to steer. The driver can take back control at any time by applying torque to the steering wheel (to cancel Lane Keeping Assist), pressing the button to deactivate the function or braking (cancels Active Cruise Control Stop & Go).

This system combines the new Adaptive Cruise Control Stop & Go and the Lane Keeping Assist (Part of the Premium Safety Pack) to manage driving in semi autonomous mode, in specific conditions. The vehicle manages steering and speed.

<https://citroencarclub.org.uk/ds7/>



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For Sale 1985 cx 2500 gti auto plus

7/22

Vin VF7MANG0002NG2808.

On club reg.

Body and interior very good

Front passenger seat squab needs recovering. Good sheepskins fitted.

Door cards excellent. Small superficial rust in one corner of bonnet. No structural rust noted.

Motor is very good..

Sounds too good to be true!!!!

It has great towbar with electrics and I purchased original Cibie Oscars and Iodies to fit.

Was completing an electrical tidy up when auto decided to not engage forward gears.

The diagnosis varies from being inexpensive electrical to expensive mechanical.

I favour the first as it happened 'out of the blue' at home.

It still requires completion of cabin electrical work and 'voila' a great car.

But I am exhausted with too many classic car irons in the fire and I would like it to go to a good Citroen home.

Recent work

Injectors serviced

New 'posh' plugs and leads.

New brakes [rotors and discs]

New electric water pump

New radiator and hoses.

Spares

Steering rack

Spheres

Headlights [varying condition]

Freshly painted original mags x4

Bonnet

Boot lid

Various other smaller items for cx Mileage. 139k

As is. \$7000.

Car is in Fingal and garaged

If interested please phone Richard on 0417316060.



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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.

If you are a CCCV member there is no charge for an ad that directly refers to Citroën cars and parts. Ads are for paid up members only. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement. All other ads incur a fee.

Non members incur a fee for all ads.

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

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.

Member Colin Bates has a large, "inherited", inventory of miscellaneous spare parts and tools (general automotive, not specifically Citroën) which he has kindly offered to make available to CCCV members free of charge. The inventory can be viewed by clicking on the link following:

http://citcarclubvic.org.au/wp-content/uploads/2022/07/Spare-parts-inventory_Bates_July_2022.pdf

If you are interested in any item(s) on the inventory list please contact Colin on 9822 2864. Items will be for pick up from Glen Iris.

8./22

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

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Wanted to buy

09/22

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

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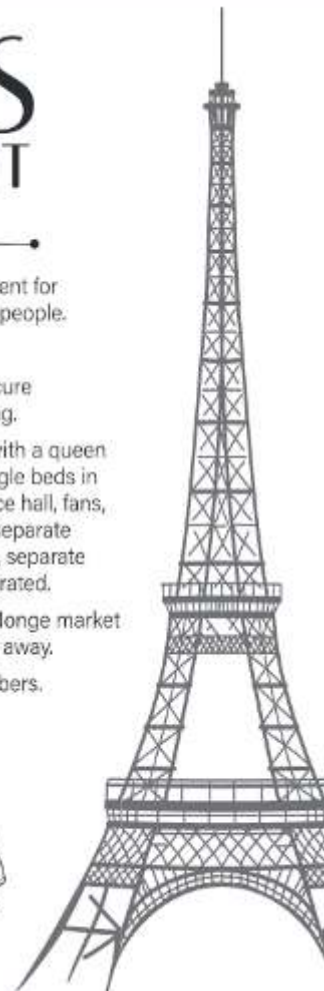
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4/22

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ph 0404211223 mrpdwhite9@hotmail.com

Wanted to buy

10/22

Citroen C5: Sedan, Wagon, or Hatch.

Contact: Richard Ward: 0417 316 060

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.

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



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