

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

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

**September 2022**

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



**IN THIS ISSUE**

Paris Pre-Citroen

2CV Parts to carry

2CV Oils & maintenance

Jay Leno praises his Panhard

Patty Schwarze conquers the Alps in her 2CV



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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**

## 32nd Classic 2CV 24 Hour Race

Aug. 27 & 28 in Snetterton, UK



Over 30 race cars will join the rolling start at 16.00 – Classic Citroën 2CV's will race for 24 hours, including three from Team Frog and one from Team Le Mans, from France and the iconic Mini Grands, including another from Team Frog.

For those not able to physically attend the event at the Snetterton Circuit, follow the live stream video on your mobile device or computer.

Find the live stream coverage at: [BARC.tv](http://BARC.tv) or at Motorsport.radio. It will feature live commentary by Lewis Beales, Katy Storey, Tony Coales and Nicky Coales. Pre-race coverage from 15.30 Saturday until 21.00 and then 06.00 to race finish on Sunday at 16.00.

Download the 24 Hour race programme, four pages, with full info on the race cars: [2cvracing.org.uk](http://2cvracing.org.uk). Available from Thursday, August 25.

**CITROËNVIE!**

The CCCV Newsletter



Holgate Winery Tour. Image: Peter Moloney.

I'm looking forward to the months ahead for our club as there is much organised and much in the pipeline.

The 2CV Servicing and Technical Tips Day (September 10) is an opportunity to learn more about your 2CV and how to maintain it in the best possible condition. On that note, our website also includes technical sheets on maintaining your 2CV written by Graeme Dennes and are a great point of reference for many common tasks

The Healy Factory Visit is a great night at a well-regarded car restorer who keeps their workshops and showroom open for our club on September 14. They restore all sorts of cars., not just Austin Healey and whether you are restoring a car or just maintaining one I'm sure you will learn some great tips from them. We also get to look at some of the great projects they have in progress and their showroom contains a variety of very desirable cars

Motorclassica is finally back on the agenda - we are negotiating with them to get a spot in their Club Sandwich on October 8 for the club and more details will be posted on the website when they come to hand

Also in October will be our Annual General Meeting. This has always been a great night for which the club puts on a fully catered meal and we encourage all members to come along with their partners. An RSVP will be required for catering purposes - more will be advised by email, including how to RSVP in the coming weeks. An important part of that night is the election of your committee. While I am happy to stay on as Treasurer, I would love somebody else to step in as President for the next couple of years - please give some thought to this as the more people we have contributing to the committee, the more successful our club will be and any incoming president will be well supported.

Finally, I am glad to report that everyone has returned safe and sound from the Cape York Raid, except for one couple who have extended their stay in the sunshine state ( I don't blame them). The raid went well, and while there were some mechanical problems, most were attended to successfully. Given the state of the roads in northern Queensland, it is a testament to the cars that they performed so reliably. Thanks to Dave Rogers for a very well organised 6 weeks.

Peter Moloney

#### FRONT COVER

Winton: shared meal on the  
2CV Raid Cape York.  
Image: Dave Rogers.

#### BACK COVER

Winton camping.  
Image: Dave Rogers

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Factory 2, 8 Enterprise Avenue; Berwick.  
berwick@snap.com.au

#### DISCLAIMER

*This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee and Members decline any responsibility for any transactions begun through contacts made in the CCCV.*

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



# NOTICE BOARD



**Club password for the month:** This has now been deleted and by simply logging on to the CCCV website: [www.Citcarclubvic.org.au](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: :- Darren Saunders, Gurmit Chadha and Peter Olerhead., also Patrick Kerwin, Simon Marshal and Kenneth Bradley White, Kate Ferguson, John and Sharon Webb. 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

**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.**

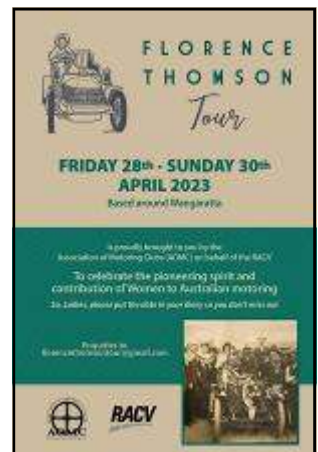
**Monthly BOY'S DAY OUT-Port Arlington Golf Club-**  
**WHEN:** The fourth Thursday each month and the third Thursday in December (*See p/7*) 10.30 am for 11.30 departure & leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate. **CCOCA & CCCV event for coffee & chat.**

## [AOMC NEWSLETTER](#)

<https://static1.squarespace.com/static/579ae8c9725e25911c587e32/t/62d104713c49c87bc43b2453/1657865362112/AOMC+News+156++July+++2022.pdf>

- Sep 10 Tech day at Ted Cross shed. See p/6
- 14 The Healy Factory. Book/essential. See p/7
- 15 **No club night this month in lieu of our visit to the Healy Factory the previous night.**
- 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
- 17 Club night
- 20 Walhalla run

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

September 10th Tech Day at Ted Cross shed.

**RSVP BOOKINGS ESSENTIAL**

**TIME:** 10.00AM

**WHERE:** Ted's factory  
Factory 5,513 Hammond Rd. Dandenong South



**FULL DETAILS ON PAGE 8**

September 14th Wednesday The Healy Factory

**TIME:** 7.00 to 9.30pm

**WHERE:** 646 Maroondah Highway Mitcham

**COST:** Nil

**RSVP:** 31st August

**RSVP BOOKING AND DETAILS ON PAGE 7**



**MOTOR  
CLASSICA  
2022**

**Motorclassica 2022  
Fri 7 – Sun 9 Oct  
Royal Exhibition Building, 9 Nicholson St  
Carlton VIC**

# SEPTEMBER

Saturday 10 September 2022

## Servicing & Technical Tips Day for 2CVs and Derivatives

Do you want to know how to service your car or need more knowledge about its mechanical workings, then this gathering is for you?



**TIME:** 10.00 am  
**WHERE:** Ted's Factory  
Factory 5, 513 Hammond Road, Dandenong South  
**LUNCH:** A light lunch will be provided.  
**RSVP:** Saturday 3 September 2022

**BOOKINGS:** *ESSENTIAL*

**Register**

**BRING:** Your questions and expertise.  
**MORE INFO:** Ted Cross 0400 592 208

# HEALEY FACTORY



**EVENT:** Visit to the Healey Factory

**WHEN:** Wednesday 14<sup>th</sup> September 2022

**TIME:** 7.00 pm - 9.20 pm

**WHERE:** 646 Whitehorse Road  
Maroondah Highway  
Mitcham

**COST:** NIL

**RSVP:** 31 August 2022

**BOOKINGS:** [CCCV](https://form.jotform.com/221448492659871) <https://form.jotform.com/221448492659871>

[CCOCA](https://form.jotform.com/212202946372855) <https://form.jotform.com/212202946372855>

**MORE INFO:** Peter Moloney [peterm@crosstrees.com.au](mailto:peterm@crosstrees.com.au)

The Healey factory has once again invited us to attend their workshop.

This has always been a great experience, with his specialists staying back for the evening to show us all stages of the restoration process. There is a lot to learn, whether you are doing a restoration yourself, or if you are having one done by others and want to effectively supervise the quality of the work and know what questions to ask. While they specialise in Austin Healey, last time I was there I saw other makes undergoing the process including a very rare Facel Vega.

If you would like to come along, and we encourage you to do so, please register your attendance by using the links above.

If you have friends who are also motor enthusiasts, you are welcome to bring them along. You will need to Register them as well as yourself.

As numbers are somewhat limited, early registration is encouraged.

Tea coffee and biscuits provided.

Looking forward to seeing you and your friends there.

Peter Moloney

President CCCV



# 2022 French Car Festival

*Cruden Farm, Langwarrin*

**SUNDAY 16TH OCTOBER**



- Cruden Farm, Cranbourne Frankston Rd, Langwarrin
- The McClelland Drive gates open for display vehicles from 9.00. Judging commences at 12.00
- \$10 entry for display cars
- General admission and car park off Cranhaven Rd.



Presented by the Peugeot Car Club of Victoria in association with  
Renault Car Club of Victoria, Citroën Car Club of Victoria, Citroën Classic Owners Club of Australia



[www.pccv.org](http://www.pccv.org)

For further details contact PCCV 0427 203 206 or Andrew Drum 0418 441 555 [aaorum@gmail.com](mailto:aaorum@gmail.com)



# 2CV OILS AND MAINTENANCE ADVICE FROM BURTON CAR COMPANY

By Graeme Dennes

Revision 3

(Reaffirmed July 2022)

In the latter half of 2018, both of the writer's 2CVs suffered major engine failures during club runs. The green car failed to proceed after crossing Westgate Bridge from a likely disintegrated big end bearing. Got a lift home with the RACV! The orange car suffered a possible broken oil ring, burning a litre of oil every 80 Km. It managed to get us home. You've seen the large bright-coloured smoke plumes produced by orange flares and red flares at sporting matches? Well, this looked like a blue flare! Yes, an orange car with a huge blue smoke plume billowing behind it is impossible to keep hidden, even when driving on back streets and back roads! It attracted nearly every police officer between Licola and Bunyip on the way home! Could have been from a movie!

As both cars were in otherwise excellent overall condition and had never suffered rust, it made good sense to return both cars back to service. As both engines had given diligent service for a good proportion of their expected lives, it was deemed that full engine rebuilds were necessary.

The two best options were to purchase the necessary parts to totally rebuild the engines or else replace them with reconditioned (overhauled) engines. Burton Car Company in the Netherlands sells reconditioned 602cc 2CV engines with a two-year warranty. Mechanically, these are brand new engines with a full life expectancy ahead of them. More follows. After comparing the costs, the risk of requiring several parts orders from Europe (more shipping costs and more time) and the likely final cost and finishing date, two new engines were ordered from Burton.

The writer contacted the engineering group at Burton in October 2019 to obtain information and advice on an extensive range of general 2CV operating and maintenance aspects such as grades of oils to use in Australia, oil brands, oil certifications, use of synthetic oils, valve clearances, fuel types, engine running-in requirements, oil and filter change intervals, etc. With Burton staff's kind permission, their advice is provided below.

The writer again contacted Burton in July 2022 to seek advice of any changes to their previous information. Burton reaffirmed the earlier advice and added a small proviso regarding the use of ethanol fuels.

## **Fuel**

Burton advice: "Use 95 octane or higher unleaded fuel.

We strongly advise not to use Ethanol based fuels. If there is no other option, use the lowest percentage of ethanol fuel."

## **Engine Oil**

Burton advice: "Any good quality 20W-50 mineral engine oil may be used. Do not use synthetic engine oil because modern synthetic oils don't contain certain elements mineral oils have."





## **Gearbox Oil**

Burton advice: “Any good quality GL-4 certified (low sulphur) 75W-80 mineral gearbox oil may be used. Do not use GL-5 certified oil. Do not use synthetic gearbox oil because changing to synthetic oil can result in more floating particles in the gearbox because synthetic oil has better cleaning properties.

More particles will get loose and this can result in more damage, so always use mineral oil. In the end this will extend the lifespan of the gearbox.”

## **Maintenance**

Burton advice: “Replace the engine oil and oil filter every 7,500 Km or every year.

Ensure the inlet and exhaust valve clearances are set to 0.2 mm every 7,500 Km or every year.

Replace the gearbox oil every 15,000 Km or every two years.”

## **Valve Clearances**

Citroen specifies the inlet and exhaust valve clearances at 0.2mm. This figure is also confirmed above by Burton. Over recent years, the writer has noticed numerous comments on the internet suggesting the exhaust valve clearances should be increased to 0.25mm (and even 0.3mm!) with unleaded fuels. The writer presented this anecdotal information to Burton engineering staff.

Burton advice: “Keep the figure at 0.2mm.”

## **Running-In Reconditioned Engines**

Burton advice: “Use a running-in period of 1500 Km for the new engine, with a maximum speed of 80 Kmph in top gear, and proportionally lower in the other gears. Minimise constant road speeds while driving and don't allow the engine to labour. After the running-in period, replace the engine oil and oil filter and ensure the inlet and exhaust valve clearances are set to 0.2 mm.”

The writer used no more than three-quarters throttle during the running-in period. The 1500 Km driving was conducted in country areas with undulating, changing roads. Perfect conditions!

## **Details about the Reconditioned Engines**

After obtaining approval from Burton, the writer unashamedly presents the information below because of the invaluable opportunity Burton provides 2CV owners. Burton sells the 602cc 2CV reconditioned engines as part number A1.4305.

To quote from the Burton reconditioned engine manual available for download at:

<https://manualzz.com/doc/27533923/burton-car-company-s-overhauled-engine->

All of our engines are sold on an exchange basis with a refundable deposit payable on the old engine.

When we receive old engines, they are completely disassembled and thoroughly cleaned. All components are tested separately and measured to make sure they meet Citroen tolerances.

A lot of components are always renewed, including bearings, valves, valve guides, pistons and cylinders, piston rings, oil cooler, oil line, oil tubes, oil pump, seals, gaskets and oil filter. A reconditioned camshaft and crankshaft are fitted. All overhauled engines are rebuilt for unleaded fuel.







The crankshaft itself is completely disassembled and reassembled with new main and conrod bearings via a very specialised process. When the engine is fully assembled it is run and tested for leaks, vibrations and noises before being shipped.

Our rebuilt engines are, from a mechanical point of view, brand new so you can enjoy it for another 25 years. Due to the fact that modern machinery can achieve a much greater precision than equipment 50 years ago, we can create a reliable product.

Note that even though the 2CV engine is overhauled using the latest machinery, the engine technology remains 50 years old, and thus the engine must be run in. This is very important for the life expectancy of the engine.



*Reconditioned 2CV Engine Supplied by Burton*

The writer gratefully acknowledges the Burton Car Company for supplying the text and photo above and for agreeing for its use in this article. (The writer has no association with Burton Car Company.)

Before using the information in this document, ensure the most recent revision is being used.

This document may be updated in the future and assigned a new revision number.

Should you have any questions about the document or if you find errors or have suggestions for improvement, please contact the writer at: [gdennes@gmail.com](mailto:gdennes@gmail.com)

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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/>



## 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>

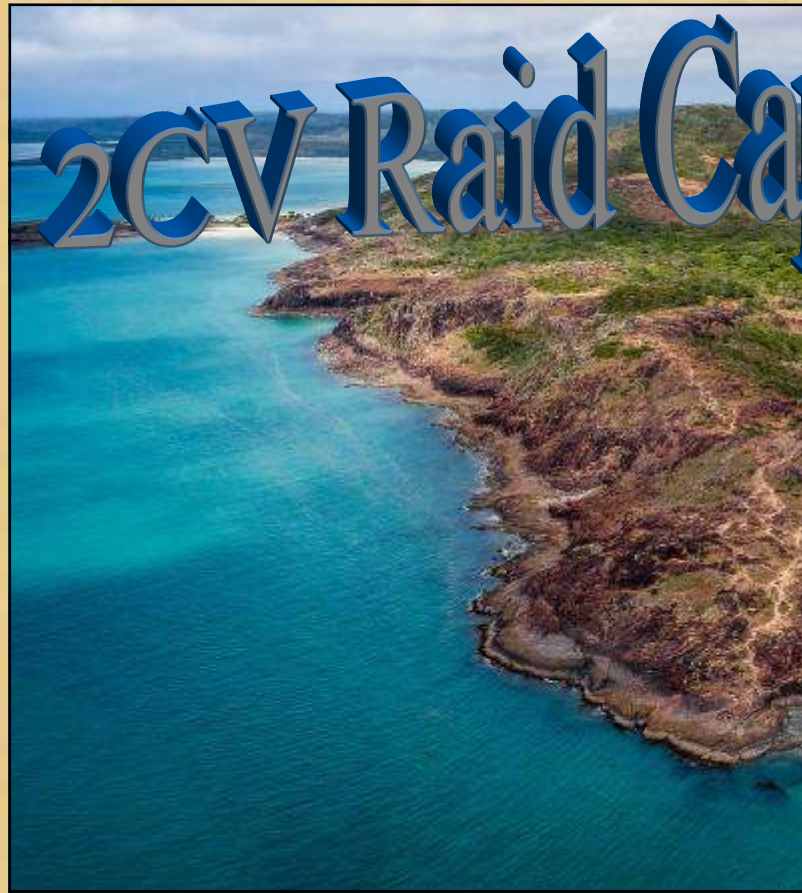


<https://form.jotform.com/222423144770853>

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

FURTHER INFO: Lee Dennes

[l.dennes@bigpond.net.au](mailto:l.dennes@bigpond.net.au)



From Melbourne too Karumba, Weipa, Bramwell Station and  
*be forg*

*“Exactly half our number caught COVID before the trip was over  
bit tricky, fortunately nobody has any lasting effects and with the  
memories w*







and Cape York; the 2CV Raiders embarked on a trip never to be forgotten.

*...which did interfere with group dynamics and made organising a passing of time that low point will be forgotten and only the good will remain”.*



# 2CV Raid Cape York 2022

## A little bit of history

Back in 2018 Peter Fosselius (AKA Viking to many Australian 2CV owners) and his wife Lorraine Hildebert conceived a Raid to Cape York anticipated to run in 2020 in between the official Raid Australia journeys. We all know what happened in 2019 so with the closing of our international borders it was obvious that Peter and Lorraine were not going to be able to get into Australia from their home in France, so muggings here (Dave Rogers) put up his hand to take over the organising and take it from an idea to a fully-fledged journey. 2020 was too soon to get everything in place so a departure date in August 2021 was planned. Raids are traditionally hard roads and rough camping and as none of us are getting any younger it was decided to try to make most night stops at places with campgrounds having shower and toilet facilities. So, two routes were devised, one that contained a few nights of rough camping for the hardier Raiders and the other that allowed for 100% of the nights stops where cabin or motel accommodation was available, hence the itinerary names of Soft Topper and Hard Topper came into being. These two routes ran parallel for 95% of the time and stayed in the same venues for most nights, some folks under canvas and some in cabins but they split away from each other for the four nights that soft toppers were to go rough camping and then they came together again for the remainder of the itinerary. Lee Dennes put her hand up to research and organise all the accommodation options and Marg Towt produced a brilliant logo that featured the endangered Cape Palm Cockatoo. A Facebook group was created to publicise the trip and 26 people over 16 cars from 4 different states put up their hands to come along for the ride so routes were finalised, bookings made, trip books, tee-shirts, stickers were all printed and then three weeks before kick-off all the state borders were closed: bummer! We were all so excited about our imminent departure and so frustrated by its postponement (we were never going to cancel it) that Lee and I hastily conceived a frustration releasing consolation tour over 15 nights that stayed entirely within the borders of Victoria, but before that could get underway, we were all limited to a 5km radius from our homes. So, cars were unpacked, bookings all cancelled, and we did what everybody else did, we all stayed at home.

When it looked like state borders may well reopen a new date was conceived, this time with a June departure as it was anticipated that the northern monsoonal rains may come early, and we were counting on low river heights. Many of the original group were still up for the adventure and some new ones joined the group bringing the 2022 totals to 33 Raiders in 17 cars comprising 12 2CVs, 1 DS, 3 4WDs and a campervan (which left us in Mareeba and didn't attempt going to The Tip). Fresh accommodation bookings were made, the route book was re-written, cars were re-packed and excitement levels rose.

## The Raid

It was a wet and bleak morning of 16 June 2022 when most of the Victorian contingent met at the Shell Servo in Mickleham and headed up the Hume Highway to our first night stop in Finley. Other Raiders joined us in Hillston and Bourke as we travelled north to Winton which was to be the official starting point. The weather got better the further north we went increasing in temperature by about 2 degrees a day much to the approval of my co-driver who had just left 37degrees in The Netherlands to come to cold old Australia. Winton was all dressed up in it's party gear as we arrived on the opening night of the Splendour in the Outback film festival, so a very pleasant 4 nights was spent being cultured, Australian style. Films were watched, Banjo's poetry was listened to, museums visited, dinosaurs discovered, opals obtained, beers and meals were had in crowded festive pubs and cars were serviced in preparation for the rough roads ahead, the first of which we encountered going from Gregory Downs to Adels Grove (Lawn Hill National Park). Getting in there was no problem but it rained heavily on the first night turning everything into a sticky muddy quagmire and making it almost impossible just getting out of the camping area let alone making it back out to the sealed road. Some folks got out immediately and holed up in dongers at Gregory Downs for a couple of nights to dry out and other



chanced it and came out a day or so later. In the end we all made it out of there without incident but our cars and ourselves were all covered in mud, and we had tall tales to swap of great driving feats through the deep slushy stuff. One of our Raiders, Chrissie Johnson is a Burke & Wills tragic and back in 2019 she ran a short 2CV tour which began at the start point and visited all the Victorian night stops on their ill-fated journey, our route between Burketown to Karumba visited their last camping point, camp 119 and to visit that I suspect was of greater importance to Chrissie than making it to the top of Australia.

The Soft Toppers itinerary travelled from Karumba through to the Peninsular Developmental Road (the PDR) via Dunbar & Wrotham cattle stations, three days of rough roads free camping and 650km between fuel supplies, but I was contacted a few days before our departure from Melbourne by Debra from Dunbar Station to say that recent heavy rains had knocked out a concrete ford across the Mitchell River and she doubted that our little cars would be able to navigate all the broken concrete. So, I hastily arranged a Plan B which was to be put into action should the situation remain the same once we were in Karumba. Well Plan B did need to be enacted so we headed off down the Savannah Way and then headed into the rough stuff towards Chillagoe intending to pop out onto the PDR at the same point as per the original itinerary. Rough it certainly was, so much so that my car lost a shock absorber mounting bolt (a new one was sourced from a private garage directly across the road from the campsite) and Joel's car required an engine out and gearbox repair (all done and dusted by 2.00pm). Not wanting to subject our cars to further battering that might limit their ability to get to The Tip a Plan C was contrived which would allow us to meet up with the Hard Toppers as planned and at the same time protect the cars. The Hard toppers in the meantime had their own woes, an extreme rain event locked them in at Cobbald Gorge for an extra 24 hours and interrupted their sightseeing plans and their onward journey to Undara National Park, who said that Raiding was meant to be easy! We were though all reunited as planned on the PDR at Merluna Cattle Station and then onto Weipa, and what a town that was, bank rolled by Rio Tinto and run with corporate precision we were able to stock up on groceries, grog and car parts and tour the bauxite mine and facilities.

From Weipa to The Tip we travelled on the Northern Developmental Road (the NDR) and that included a fantastic night of food and merriment at Bramwell Station, a welcome crock-free swim at Fruit Bat Falls and the most expensive ferry crossing in Australia, considering the width of the Jardine River, the first car onto the ferry is almost half way across the river before the ferry even casts off. We had four nights camping right on the coconut palm fringed beach in Seisia where we celebrated Bastille Day with a long table dinner under the palms. We had a pre-booked day trip to Thursday Island on our first full day in Seisia and on day two we all headed the extra 40km up to the main show of the whole journey; The Tip. Once there it was all a bit underwhelming, a stiff climb over a rocky point to find a small aluminium sign jammed in a crack in the rocks, but it was a big drawcard to many as there was quite a queue to get your couple of minutes to hug the sign for the obligatory photo and hug it you did for fear of being blown away by the strong wind. Day three was a car service and repair day; alternators to be fixed, drive shaft boots to replace, boot hinges to be welded with a hastily contrived DC welder and oils to be changed. We then all headed back the way we'd just come, down the NDR to the PDR and on to Cooktown. It was at Bramwell Station that Rob and Kay Belcourt's DS broke a ball joint and could go no further under its own steam, so we waived them goodbye as they waited for a truck to take them to Weipa and onwards to Melbourne (truck for the car and air for them), but at least Rob achieved his lifelong dream of getting to The Tip. After a couple of nights in Cooktown we headed down the Bloomfield Track (an interesting road to say the least) to Cape Tribulation for another couple of days of lying on the beach in the sunshine, only we didn't as it rained, but we did manage to squeeze in some walking, crock hunting and ice cream eating. Finally, we did the short run into Port Douglas for our final night dinner and our farewells, as from there we all had our own plans about getting home. Some headed south immediately and quickly, some lingered in the well-earned luxury of Port Douglas, and I went down to Cairns to hold in my arms for the first time twin granddaughters. All in all, a fabulous journey, were there any downsides? Yes, COVID. Exactly half our number caught COVID before the trip was over, which did interfere with group dynamics and made organising a bit tricky, fortunately nobody has any lasting effects and with the passing of time that low point will be forgotten and only the good memories will remain.





1



4



2



5



3



6

IMAGE INFO & TITLES ON PAGE 22





7



9



8

September 2022



10



11

IMAGE INFO & TITLES ON PAGE 22





12



15



13



16



14



17

Our logo came to visit in Seisia





18



22



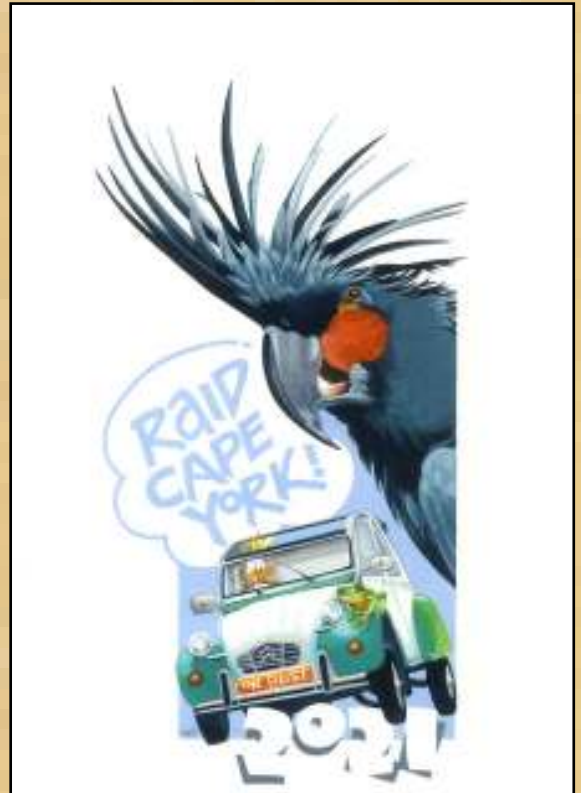
19



23



20



Our Logo, the Cape Palm Cockatoo

IMAGE INFO & TITLES ON NEXT PAGE (22)



21

# 2CV Raid Cape York 2022

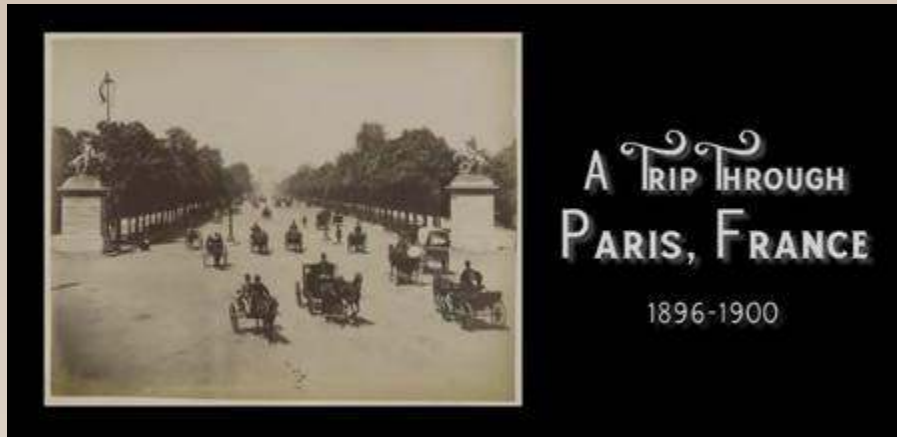
## RAID IMAGE LIST—PAGES 18—21

- 1) Good road, not too many corrugations near Mission River
  - 2) Sunrise, Gregory Downs
  - 3) The aftermath of escaping Adels Grove
  - 4) Dinner time in Weipa
  - 5) Ferry across the Jardine River
  - 6) The latest in roof-top tents.
  - 7) Bastille Day long dinner in Seisia
  - 8) Drying out the electrics after crossing a river on the Bloomfield Track
  - 9) Ad blowing his horn on Myall Beach, Cape Tribulation
  - 10) Roadside repairs, a broken suspension rod eye.
  - 11) Gregory Downs Hotel
  - 12) Our first campfire dinner, Cunnamulla
  - 13) Bauxite washing plant, Weipa
  - 14) On the Bloomfield Track
  - 15) Fruit Bat Falls, nearly at the Top
  - 16) Camping at Adels Grove, before it rained!
  - 17) Our logo came to visit in Seisia
  - 18) A line-up outside Fourways Roadhouse, requested for their Facebook page.
  - 19) A hot swim in Blackall care of the Great Artisian Basin
  - 20) As we progressed north, our numbers grew, Cobar Below
  - 21) The reason why there are no cows on Cow Beach, Cape Tribulation
  - 22) Watching the sunset at Karumba Point
  - 23) We made it! Pajinka, The Tip.
- Page 14) Camp kitchen dinner in Cunnamulla with a glorious sunset outside.  
Page 15) The sunsets never disappoint



# Paris Pre-Citroën

August 15, 2022



History comes alive! Here is a look into Paris just as a youthful André Citroën would have experienced it and before the influx of the automobile.

Handsomely dressed men, and elegant ladies. One careless biker has a narrow escape. Watch a Fire Brigade in full steam round a corner on two wheels. And who knew they had moving pedestrian platforms at the time.

The Eiffel Tower is just a few years old. It will be the tallest man made structure on earth for the next 40 years.

Amazing footage! A world without cars, without cell phones, and without big corporate branded stores!

This collection of high quality remastered footage from the dawn of film shows the Belle Époque-era of Paris from 1896-1900. The footage, originally taken by the Lumière company, has been slowed down to a natural rate and masterful sound added, perfectly timed for ambiance.

The result makes you feel you're there and the way people are curiously looking at the camera without realizing what is in store for them with WWI in about 15 years or that 122 years later they are going to be watched by us!

It feels like you can shout out and they will hear you. So interesting to watch this and thankful someone captured this footage for all time.



## A TRIP THROUGH FRANCE

Filmed in late 1890's , speed corrected and sound added. Certainly worth a look. Ed.

<https://citroenvie.com/paris-pre>

**CITROËNVIE!**

# Jay Leno praises his Panhard 24 BT

August 8, 2022



When Citroën acquired Panhard in 1964 they acquired some innovative automotive technology. The crowning glory at the time, and the last automobile produced by the company was the 24 — a compact two-door coupe weighing just 1,800 pounds and powered by a front-mounted air-cooled two-cylinder 848 cc boxer motor.



In looking to upgrade their aging PL 17 model, Panhard faced strong opposition from Citroën president Pierre Bercot to any new model that could surpass their Ami 6 (based on the 2CV). Citroën took advantage of Panhard's falling sales. Cash starved, Panhard sold ownership progressively to Citroën, (respectively to its mother company Michelin).

By 1965 Citroën had control of Panhard and commissioned their factory to assemble 2CV truckettes and the Ami 6 alongside Panhard production, which must have been very demoralizing for Panhard workers. By autumn of 1967 the civilian branch was fully absorbed by Citroën, and the marque was retired from automobile production, thus ending the short 3-year run of the 24 with 28,651 produced. From 1968 Panhard only made armoured vehicles.

With Citroën tightening the reins at Panhard while the 24 was being developed, the most likely reason that it actually made it to production was that it wasn't a new four-door sedan, but rather a sleek coupe design (though plans were drawn for a four-door version.) There was also a proposal by the Panhard design team to fit the 24 with a new four-cylinder engine, but that was also blocked, on cost grounds, in favour of the existing Panhard two-cylinder unit.

Although the 24 had no Panhard badged successor, some of its features were influential in the development of the Citroën GS which appeared in 1970.

Jay is most impressed with his Panhard 24 BT, and shows off some of its cool features such as the exposed four-corner drum brakes that are bolted directly to the wheel rims. His was imported from France by television producer Quinn Martin, and you can watch him take it for spin here:



<https://citroenvie.com/jay-leno-praises-his-panhard-24-bt/>





# Patty Schwarze Conquers the Alps in her 2CV

August 8, 2022



The Wall Street Journal profiled Citroënvie member Patty Schwarze on July 30, 2022, publishing a story about her adventure driving over the Alps while participating in the Liège-Brescia-Liège classic car rally in 2018.

Patty shipped her 1962 2CV to Europe where she and her girlfriend, both used to 2CV driving on the flat land of Florida, had to deal with Swiss mountain passes while watching out for bicyclists and motorcycles. To top it off, her girlfriend got motion sickness on the switchbacks.



Nevertheless, they managed to get to the finish line and ship her little grey 2CV back to America.

**CITROËNVIE!**

Here is a link to WSJ article: <https://www.wsj.com/articles/her-small-citroen-conquered-the-alps-11659110884>

# 2CV SPARE PARTS TO CARRY

By Graeme Dennes

Revision 5

This is a list of the suggested spare parts, accessories and tools to carry in your 2CV when away from home. We can never guarantee the reliability status of our older vehicles, and we do know that despite our best planning and preparation efforts, older vehicles can and do break down from time to time. This is a fact of life, being that old vehicles are an assemblage of old parts poised to fail at some point, which always seems to happen at the most inconvenient moments! A new Murphy's law: The further we drive an old car from the front gate, the greater is the risk of breakdown! We can minimise the resulting discomfort and disruption by carrying a set of the most-likely-required spare parts for our cars so we can conduct a roadside repair, where possible, and proceed on our way. Although you may not need to carry every item listed, the listed items have been known to fail while away from home. Ensure that the components which make up your 2CV are serviceable and reliable to the maximum extent possible.

No 2CV owner wants a failure to occur when away from home, but the reality is that every owner may not be a motor mechanic, so every vehicle may not be prepared to such a high standard. Regardless, do what you can with your vehicle preparation, as it can be a very long and winding road home on the back of a carrier. At best, every owner can only prepare their car to the extent they are capable. That's why we need to carry spare parts.

Although every 2CV owner may not have the skills to replace all the parts listed, you'll be able to assist a repairer with your parts to get your 2CV back on the road with minimum disruption wherever possible.

Very importantly, don't rely on or expect the goodwill of others to provide you with spare parts out on the side of the road. When we choose to drive an old vehicle, we choose the responsibilities that go with that! Take charge of your 2CV! Carry your spare parts.

A suggestion: Carry the spare parts in an air-tight case to keep out dirt and moisture and to prevent damage to the parts. Such cases are available from most automotive parts stores.

The following list of parts and items is presented for your information. The writer has either personally experienced or been told by others about these items failing. Some of these items failed on RAID Arnhem 2016 while others failed on RAID Cape York 2022. Decide which parts and other items to carry in your 2CV when away from home.

The secret to minimising failures with your 2CV is regular inspections and maintenance!

- Suggested Spares:
- New fan belt
- 2 new spark plugs, gapped to 0.7 mm
- New spark plug leads (leave in packaging to prevent damage)
- New or known good ignition coil
- New carburettor repair kit (to suit your carb, including correct-sized float valve)
- 3 new sump plug copper gaskets (2 for gearbox, 1 for engine)



- 
- If points fitted, new points and capacitor
  - If electronic ignition fitted, either a new or known good electronic ignition unit or circuit board.
  - 1m new rubber fuel hose, 5.5 mm (7/32") inside diameter
  - Accelerator cable
  - Clutch cable
  - New oil filter
  - New fuel filter
  - New suspension tie-rod eye
  - New front knife edge
  - New rear knife edge
  - 4 x new knife edge clips
  - New driveshaft boot set (3 boots)
  - Oil filler/breather
  - Starter solenoid
  - Inlet manifold bolts
  - Exhaust manifold bolts and copper nuts
  - Shock absorber pins
  - Alternator
  - Alternator brush set
  - Accelerator return spring and the metal clip at the fan cowling
  - Voltage regulator
  - Spare fuel cap
  - Tyre valve dust cap set
  - Fan (wrap in a cloth and store under the spare wheel)
  - Fuel pump with new diaphragm fitted and a spacer block with new paper gaskets bonded to each side.
  - Headlight globe
  - Indicator globe
  - Brake/tail light globe
  - Fuses: 10 amp, 15 amp, 20 amp. 3AG type
  - Spare keys (door, boot, ignition, fuel cap) held in a waterproof magnetic container, accessible from outside the vehicle, perhaps in the engine bay.

#### Suggested Oils:

Engine oil: any good quality 20W50 mineral oil for daily top-up. Don't use synthetic oil.

Gearbox oil: any good quality 75W80 API GL-4 mineral oil. Don't use GL-5 classified oil and don't use synthetic oil.

LHM or DOT brake fluid as applicable.

#### Suggested Tools:

Take a good selection, including the special (skinny) fan hub socket, tools to remove the fan from the tapered crankshaft fitting (and knowing how to do it), 6-19 mm ring spanners and open-end spanners, 6-19 mm socket set with ratchet handle, extensions, universal, etc, adjustable spanner, a range of plain and Philips screwdrivers, pliers, side cutters, long-nose pliers, multigrips, feeler gauges (0.2 mm for valve clearances, 0.4 mm for ignition points (if fitted), 0.7 mm for spark plugs).



- Other suggested items:
- Five litres of fuel
- Small spray pack of WD-40, etc
- Tube of copper grease
- First Aid Kit
- New tyre tube
- New tyre valves
- Valve removal tool
- Tyre pressure gauge
- Cross-type wheel brace (less damaging to wheel nuts than the standard tool)
- Exhaust bandage
- Tyre repair kit
- Tube repair kit
- Tow rope
- Small roll of duct tape
- Small roll of electrical tape
- Small roll of electrical wire
- Torch
- Emergency windscreen
- Multimeter
- Cable ties
- Jumper leads
- Tarp for shade
- Bottle of water
- Hand cleaner
- Cotton rags
- Rubber gloves
- Length of nylon cord
- A couple of wire coat hangers (have been known to be very helpful!)

W.C. Fields also had sound advice on important spares to carry:

*I always keep a supply of stimulant handy in case I see a snake - which I also keep handy.*

*When I went to Africa on safari, somebody forgot the corkscrew and for several days we had nothing to live on except food and water.*

*I enjoy cooking with wine. Sometimes I even add it to the food.*

Before using the information in this document, ensure the most recent revision is being used.

This document may be updated in the future and assigned a new revision number.

Should you have any questions about the document or if you find errors or have suggestions for improvement, please contact the writer at: [gdennes@gmail.com](mailto:gdennes@gmail.com)

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## Club Night August 2022

Stuart Allen being introduced by Peter Moloney as our speaker for the August Club night. Stuart has had an extensive history in officiating at many motor sports over his lifetime and gave us some interesting insights as to what happens behind the scenes.



Over the course of his talk he showed us many images he took with a camera in the pits and in many other areas of the race track.



The image of how many people are volunteers at the Grand prix was amazing, as well as the fact that quite a number fly in from overseas to do just that.

It was a great presentation.

## 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.





# 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.

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](mailto: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](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  
Also a centre arm rest in Dark brown leather, in hood condition. Centre Arm Rest. \$100

Contact: [colinberwick@y7mail.com](mailto: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.

## PARIS APARTMENT

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

Chic, sunny, renovated.

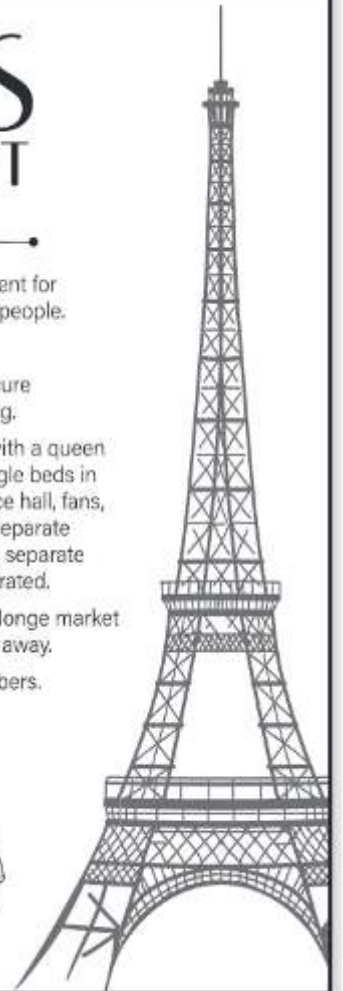
Located on the 4th floor of a secure residential Haussmannian building.

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

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

Melbourne owners, CCCV members.

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



## Wanted to buy

4/22

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

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



This 2CV (or what's left it) was heavily modified into a Hot Rod with a Chevy V8.

The builder — Alexandre Danton (Danton Arts Kustoms) in Lyon France, likes to go 'brutalist mutant' with his creations. The only 2CV things left on this one

are; the core body shell, doors, roof, a chopped front end hood, the headlights, trunk lid and tail-lights.

Watch the video: <https://citroenvie.com/a-2cv-for-coke-addicts/>





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Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.



