



THE NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

September 2021



IN THIS ISSUE

2CV Roof rack

CITIN registration

Message from AOMC

Citroen DS electromod

Are you in the right sphere?

Toyota warns against electrifying all autos

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 122 Nunawading Vic 3131

PRESIDENT

Peter Moloney 0411869 705 president@citcarclubvic.org.au

VICE PRESIDENT

Bruno Tonizzo 0418 945 461

SECRETARY

Michael Faulks 0432 537 060 secretary@citcarclubvic.org.au

TREASURER

Peter Moloney 0411 869 705 treasurer@citcarclubvic.org.au

COMMITTEE

Editor Brian James 0427 534 014 photoimage2001@yahoo.com.au
Events Dave Rogers 0422 229 484 drogers11@gmail.com
C/shop Wolfgang Siem 0425 872 082 woljen@gmail.com
Haydn Kelvy 0432 252 229 haydnkelvy@gmail.com
John Parsons 0407 045 388

CLUB PERMIT SCHEME SECRETARIES

Ferdi Saliba * 0409 384 977 ferdi.saliba@gmail.com
Tom Gruzca * 0431 396 277
Dave Rogers * 0422 229 484
Bruno Tonizzo * 0418 945 461
Peter Moloney * 0411 869 705

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au

NEWSLETTER EDITOR

Brian James 0427 534 014
Photoimage2001@yahoo.com.au

LIBRARIAN & EVENTS

Dave Rogers 0422 229 484

WEBSITE ADMINISTRATOR

Tom Gruzca * 0431 396 277

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

CLUB MEMBERS NOTE: SPHERE RE-GASSING SERVICE NOW AVAILABLE FOR \$25-00

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



AUTO TOOLS AVAILABLE TO MEMBERS

USE ONE of the many tools that the club has available for members to borrow.

A full detailed list is available of what is available is listed on the Club's website.



SEW ON CLUB
BADGE—\$7.00



L108	Oil Filter for	Ds/Id
LS131	“” “”	2CV(A Series)
LS450	“” “”	GS?GSA
LS867B	“” “”	BX/Xantia/late CX
Z146	“” “”	CX LS923 C5 Diesel



Seals (O Ring) Spheres
“T” shirts, Polo shirts and Jackets with Citroën
logo available for order from Club Shop and
many other goodies.

CLUB SHOP

Open at every club night. See Wolfgang for Clothing, Mugs, and other Citroën accessories including Oil Filters for various models.



If undeliverable return to:
 CCCV PO Box 122
 Nunawading Victoria 3131
 ACN A29766N
 The CCCV Newsletter
 ISSN 2207-7197

Here we go again everybody – more getting to know your family better which I suppose is not such a bad thing unless you live alone, and if you do my heart goes out to you.

This most recent outbreak has had the disappointing outcome of resulting in the cancellation of Raid Cape York which I know Dave Rogers and Lee Dennes put a great deal of work into. I am confident that that trip will run when the country starts to open again so for those who were hesitating, please reconsider as it was a great itinerary and would have been a lot of fun. As a consolation prize, Dave and Lee planned a much shorter trip around Victoria to get those interested out and about and to enjoy one another's company. The original plan was then gazumped by the current lockdown and a revised plan put in place – whether this goes ahead depends on government decisions regarding further lockdowns. Whatever the outcome, the Club will ensure several day runs are organised as soon as we can legally do so to get everyone back together again. Club meetings will also resume as soon as it is safe to do so.

In the meantime, get your vaccination as it is the club's preferred position that people joining group events are vaccinated (we understand that we cannot enforce this but respectfully request that members attending do so).

Members will note that our Editor has included in this issue the booking sheets for CIT IN 2022. This is poor old NSW second attempt to hold this event after it was first cancelled in the early months of the pandemic so let's all support them in registering if we can attend. Having been involved in the Bendigo CITIN earlier this year I fully understand how much work is involved in putting this event together. They have a generous cancellation policy related to the pandemic so there is no reason not to take advantage of the early bird rates offered.

Also in this issue, Wolfgang Siem has written a plain English article on what you need to do to keep your hydraulic suspension in fine fettle – for both reasons of comfort and safety. I thought I knew all there is to know about this topic, being fortunate enough to own two hydraulic Citroens but not so. I now have a list of things to do once I can get back to my man cave and access my tools. For those who are unaware, Wolf is the custodian of the club's gas recharge rig which is available to all members to maintain their spheres (Wolf of course will do the work for reasons of safety). Wolf is also able to change the diaphragms for those who have the older split spheres in their cars. It is a great service, and we appreciate the work that Wolf puts in to offer this to members.

In the meantime everyone, look after your families, put a call into those living alone, and above all follow the rules so we can meet again soon.

FRONT PAGE
 Cowra Pavilion. Venue for Cit-In 2022 NSW.

BACK COVER
 Vintage Citroen 2CV Paris tours struggle under corona virus travel ban.

*The Newsletter proudly printed by Snap Printing
 Factory 2, 8 Enterprise Avenue; Berwick.
 berwick@snap.com.au*

President: Peter Moloney

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

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



NOTICE BOARD



CCCV Website Password Update

To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent to you.

Club password for the month: This has now been deleted and by simply logging on to the CCCV website: CCCV.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: Thomas Devine, John Scaife and Michael Taylor. 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 \$14-00 per litre as at 9/7/20 (see p/27 for your closest rep)

LDS OIL available at club rooms on club nights only at \$25.00 per litre.

Events Calendar

2021

Draft Activities Program

2021

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.**

Sep	16	Club night-Life at GM
Oct	21	Club night M. Faulks DS resurrection x 2 Heathcote Wineries (Date TBC)
	30	French Car Festival – CANCELLED
Nov	14	Beaumaris Concourse Car and Bike Show (New date due to lockdown)
	18	Club night
Dec	16	Christmas BBQ. CCCV & CCOCA event

2022

Feb		Maling Road Autoclassico –Canterbury
Mar	25-28	CIT-IN COWRA NSW See pages 6-9 for details and website

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

The Grille podcast from the VACC

Join motoring journalist, Greg Rust, automotive enthusiast, Shane Jacobson, and industry authority, Geoff Gwilym for THE GRILLE. There'll be auto news and views, industry insights and trends, special guests, and plenty of laughs along the way.

Got an auto question for the THE GRILLE crew?

E: info@thegrillepodcast.com.au

<https://vacc.com.au/News/THE-GRILLE>



October 31-31 TBC Club run

HEATHCOTE WINERIES

Time and location TBC.



**ALL ABOVE EVENTS ARE SUBJECT TO LOCAL
COVID RESTRICTIONS.**

**PLEASE CHECK YOUR CCCV CLUB EMAILS FOR THE
EVENTS-LATEST CONFIRMATION/INFORMATION.**

2022

Cit-in Cowra Itinerary

Friday, 25th March

- Registration at Cowra Showground.
- Meet and Greet from 2:00pm.
- A light supper will be served.

Saturday, 26th March

- Show and Shine at Cowra Showground.
- Free time for tours of Cowra.
- Informal Dinner at Cowra Pavilion 6:00pm.

Sunday, 27th March

- Observation Run/Drive with picnic lunch at historic Iandra Castle.
- Formal Dinner and Presentations at Cowra Pavilion at 6:00pm.

Monday, 28th March

- Farewell Breakfast at Cowra Showground from 7:30am

Driving Distances to Cowra

Canberra: 189km
 Sydney: 312km
 Melbourne: 675km
 Brisbane: 1043km
 Adelaide: 1068km
 Perth: 3627km
 Darwin: 3752km

For more information, refer the Citroën Car Club of NSW, Inc. website:
www.citroencarclub.org.au

Cowra Township



Cowra Showground & Pavilion
 32 Grenfell Road (Mid Western Hwy)

Cowra Visitor Information Centre
 Cnr Mid Western Hwy & Lachlan Valley Way
 phone: (02) 6342 4333
 Open: 9:00am - 5:00pm
 website: <https://visitcowra.com.au>

Cowra Japanese Garden
 Ken Nakajima Place
 Open: 8:30am - 5:00pm
 phone: (02) 6341 2233

Cowra Prisoner of War Camp
 Sakura Ave and Evans Street

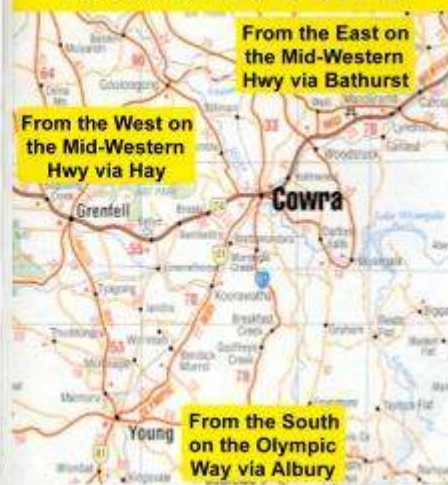
Lachlan Valley Railway Museum
 3 Campbell Street
 Open: 9:00am - 5:00pm
 phone: (02) 6342 4999

Cowra Regional Art Gallery
 77 Darling Street
 Open: Tue - Sat: 10am - 4pm, Sun: 2pm - 4pm
 phone: (02) 6340 2190

Citroën Car Club of NSW, Inc.
 invites you to join us for
Cit-in at Cowra, N.S.W.



All roads lead to Cowra



Our Current Sponsors



Shannons Cowra

Glenn Todd
 (02) 6345 1899
 0431 828 968



European Auto Imports

Unit 3/10 Pioneer Ave,
 Hornsby, NSW, 2120
 (02) 9481 8400
www.eai.net.au



123ignition Australia

Ted Cross
 (03) 9819 2208
 0400 592 208
ted@123ignition.com.au
www.123ignition.com.au



Continental Cars

1215 Canterbury Rd,
 Roselands, NSW, 2196
 (02) 9759 1977
continentalcars.com.au



Cowra Visitor Information Centre

Mid Western Hwy,
 Cowra, NSW, 2794
 (02) 6342 4333
visitcowra.com.au

Citroën SM 1972 World Speed Record



The trio of incredible Citroën-based custom creations offered here all stem from the minds of Jerry and Sylvia Hathaway. In 1972, Jerry was an alignment technician at Irv White Buick in Los Angeles when the dealership added Citroën to its lineup.

Jerry ended up smitten with the cars and started acquiring parts, eventually opening Citroën-factory-supported SM World Ltd. in 1976. From that point on, Hathaway was the place for Citroën SM parts, restoration, and repair in the US, and a global authority on the marque.

SM World client Jon McKibben, an experienced land speed racer, mentioned to Hathaway that the SM would be an ideal platform for land speed record racing due to its incredibly aerodynamic shape. Shortly thereafter an SM that had been slated to be parted out was turned into a race car.

The SM was treated to an incredible restoration and built into an impeccably prepared land speed racer. Initially fitted with a normally aspirated 3.0-liter with 4BIDA Weber carburetors, it produced 250 hp, good enough for 139.7 mph on its first outing at El Mirage and then 151.2 at Bonneville in 1979. The SM then received two AiResearch turbochargers that added 20 psi of boost to the Maserati engine, and sights were set on 200 mph.

After years of adversity, mostly due to inclement weather, Jerry was able to crack into the 200 MPH Club in 1985 and firmly position the SM World machine as the world's fastest Citroën – a record it is believed to still hold. During the 1987 season Sylvia joined the 200 MPH Club with a qualifying run of 206.446 and a record run of 202.3 mph. This historic run set a class record that stood for 23 years.

In the years since its retirement from racing, "The Rig" has been shown at many prestigious shows, including Retromobile in Paris in 2003 (race car only), and in the country's top museums, including stints at the Petersen and Mullin museums. The internet is filled with articles about the trio and the accompanying file includes numerous articles from overseas publications as well.

The pickup and race car remain in running condition, and though not used regularly and likely requiring servicing before extended use, arrived at Gooding & Company's facility in Los Angeles under the pickup's own power after a 25-mile drive. Included in the sale are a coffee table built from the record-breaking Maserati V-6 engine and a fire suit used by Sylvia Hathaway.

CITIN 2022

Itinerary

- **An organised trip to the Cit-in** This begins up to a week before the Cit-in and is usually planned by a Cit-in club member with experience in touring, to see regional attractions. Contact the Cit-in organisers to find out about this tour.
- **Friday 25th March 2022** Afternoon: Check In then proceed to meet and greet. Evening: A light supper will be served at the meeting venue.
- **Saturday 26th March 2022** Morning: Show and Shine at the meeting venue. Afternoon: Tourist activities including sightseeing of the town and local region. Evening: A French themed dress-up dinner at the venue.
- **Sunday 27th March 2022** Morning: Observation Run to a place of local interest with included picnic lunch. Afternoon: Tourist activities including sightseeing of the town and local region. Evening: Formal dinner at the venue with speeches and prize giving.
- **Monday 28th March 2022** Morning: Farewell Breakfast at the venue then departure.

An organised trip from the Cit-in This usually takes up to a week after the Cit-in and is usually planned by a Cit-in club member with experience in touring, to see regional attractions. Contact the Cit-in organisers to find out about this tour.

Accommodation

- Click on the Accommodation icon to view or save the information about the accommodation available in Cowra.
- **NOTE:** This information is a GUIDE ONLY, as it was last updated in Dec 2018. It may well change before the date of the Cit-in. The recommendation is to book early to optimise your preferred choice of accommodation.
- Please contact the location directly, rather than going through a booking agent.
- You will need to pre-book your accommodation to enable Registration.
- Close the display tab on your web browser to return to this page.

Necessities

- Camp Chairs will be required if you intend sitting whilst having your picnic lunch at the destination of the Observation Run.
- Alcohol will be required to be bought from home or purchased on Saturday shopping in Cowra. Woolworths and Aldi have local bottle shops.

A First Aid kit in the car would be advisable.



Citroën Car Club of NSW, Inc.
Official Web Site

Cit-in Cowra

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



CIT-IN COWRA 2022 REGISTRATION FORM

Friday 25th to Monday 28th of March



CONTACT DETAILS

Accommodation must be booked before submitting this registration form. Please refer to the Cowra Tourist Corporation website cowratourism.com.au for current accommodation listings. Consider the Courtesy Bus route when choosing accommodation - refer website: citroencarclub.org.au/cit-in/cit-in.html#bus

Accommodation

First Name Surname

Home Phone Mobile Phone

email

Postal address

..... State Postcode

ATTENDEE NAMES Please include First Names and childrens ages, Surnames

First Name Surname

First Name Surname

First Name Surname

First Name Surname

First Name Surname

EMERGENCY CONTACT DETAILS

First Name Surname

Phone Relationship

SPECIAL REQUIREMENTS Please include Dietary and Disability requirements.

.....

.....

VEHICLE(S)

Make, Model Registration

Make, Model Registration

Message from the AOMC

VicRoads is now making same number club permit replacement number plates and same number club permit slimline replacement plates available. Because of systems limitations they are only available for order online for permit holders who have a myVicRoads account. Replacement and slimline club permit plates cannot be ordered at VicRoads' Customer Service Centres (CSC) . Slimline club permit plates are only available for new issue club permits at CSCs.

Currently, only H or CH plates are available in the slimline format. M plates and SR plates will be available shortly, and I will advise when they are available.

The fees are:

Fees for same number replacement club permit plates and same number slimline replacement club permit plates

Plate Type	Single	Pair
Standard Size (Replacement)	\$35.60	\$71.20
Slimline (Replacement)	\$125.00	\$185.00
Mixed (standard + slimline)	n/a	\$160.60

Fees for first issue club permit plates

Plate Type	Single	Pair
Standard Size (New issue)	\$19.20 (Veteran/Vintage/ Motorcycle and trailer)	\$38.40 (Classic & Historic motor vehicles, Street Rods and Modified vehicles)
Slimline (New issue)	Not applicable	\$185.00 (Classic & Historic motor vehicles only)

Club Permit Renewal online

VicRoads made an online form for Club Permit renewals available during 2020 to enable permit holders to renew through their myVicRoads account. It would be appreciated if this easier renewal option, which provides certainty of payment, could be promoted to your members.

For more information on Online Renewals, please visit VicRoads web page

<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/renew-or-extend-a-club-permit>

CHECK OUT FULL DETAILS ON THE AOMC WEBSITE.

<https://mailchi.mp/aefb975273d2/jy8cewd3yh?e=6aadd3fdb2>

2CV ROOF RACK

BY Graeme Dennes

Background

We were needing a roof rack for our raid 2CV so we could carry the spare (sixth) wheel on the roof rack instead of inside the car. I've located and purchased a very strong 2-bar roof rack designed *specifically* for the 2CV. True!! It's made in Sweden (also true!) by Thule (Too-lay!) and sold by ARB 4x4 Accessories. It may be sold by others as well. The rack was actually in stock. (Can you believe that...??!!) I collected it four days after I placed the order.



The rack consists of two packages: one has 2 x ProBar Evo 135 extruded aluminium bars (Thule code 391000) while the other has 4 x Gutter Foot steel mounts (Thule code 951200). The components are beautifully engineered and manufactured. It's exceptionally strong and yet light in weight. We may not be able to lift the 2CV off the ground by lifting the rack, but I'm sure we'd go close!

The photo above, showing the nature of the bars and the feet of the 2CV roof rack, is drawn from the Thule web site with acknowledgement and grateful appreciation.



The photo above shows an end of one of the rubber-encased steel feet sitting in the rain gutter, hard against the bottom face of the gutter, where it normally travels. The feet can't move sideways once locked in place.



The photo above shows the adjustable outer clamping fitting of the foot solidly wrapped underneath the gutter, in contact with the bottom face of the gutter. This locks the bottom of the gutter solidly between the upper foot and the lower clamp, holding the foot "welded" in place on the vehicle. The very clever design of the outer clamp locking mechanism ensures the outer clamp cannot move once the large nut (shown) is tightened by hand.

Once secured in place, the foot cannot move any which-away - unless the steel gutter is ripped away from the vehicle! It's rock-solid. As always with roof racks, observe the manufacturer's load limits.

The rack can be fitted or removed in just a couple of minutes.

Here's the link to it:

[https://www.thule.com/en-au/roof-rack/car-roof-racks/thule-probar-evo-_-39xx?car=citro%
c3%abn-2+cv%2fdyane-4dr-sedan-_-2YHUiFEHGa](https://www.thule.com/en-au/roof-rack/car-roof-racks/thule-probar-evo-_-39xx?car=citro%c3%abn-2+cv%2fdyane-4dr-sedan-_-2YHUiFEHGa)

UHF CB Radio Antenna Mount Modification

As an aside, because the steel rim of the spare wheel would have interfered with the rearward signal transmission and reception of our car UHF CB radio because of RF shielding of the gutter-mounted antenna, I have built a small 200 mm high extension base which locks sideways into an extruded channel in the front bar of the roof rack *to raise the mounting base of the antenna above the highest point of the spare wheel*, providing unobstructed 360 degrees radio coverage with the spare wheel fitted on the rack. Dead simple. As the antenna is mounted higher than normal, i.e higher off the ground, the communications range is extended even further as a bonus.

Disclaimer:

This article is not intended as a promotion for a commercial product per se. It is only about providing advice on the availability of a roof rack which has been *specifically designed* for our 30+ year old 2CVs. No DIY work required. There may be similar products available but the writer is unaware of them.

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

The writer would appreciate your advice of errors or suggestions for improvements.

Please forward to: gdennes@gmail.com

Copyright © Graeme Dennes 2021

ARE YOU IN THE RIGHT SPHERE?

Hello Fellow Club Members,

I have been asked to write about the reasons why your hydraulic suspension is working as it is designed. The easiest way to check that the suspension is working correctly, is to have the engine running, the height control lever in the normal ride setting and then going around the car and gently pushing down on the bumper bar at each corner. If the corner you are pushing down on moves gently, the sphere is working ok. If it is hard to push down or does not move at all, the sphere needs either regassing or in the case of the two piece sphere, needs to be rebuilt. If it is a one piece sphere, it needs to be replaced. There a variety of reasons for this, the most common one in my experience is that the suspension spheres lose their gas pressure, due to either the O ring on the top of the sphere starting to slowly leak under the constant pressure changes taking place during normal driving, with the hydraulic rams increasing and decreasing the fluid volume in the spheres. Also with time, the fluid causes the old black diaphragms to turn to a highly toxic mush, which you must never touch with your bare hands. "This Is Extremely Important," as shown in the photos.



Another reason for poor performance, is that the accumulator sphere on the regulator is not at its correct pressure, thus causing the regulator to cycle, which causes frequent audible ticking and causes additional loading on the pump, causing unnecessary wear. Further, the height correctors need to be cleaned, preferably every two years, as well as the LHM reservoir filter needs to be washed in petrol and dried with compressed air. As shown in these photos, is the damage to the pump caused by dirty fluid carrying solids through the system.



Another reason is that the pump, with time, can lose its efficiency and not deliver either the required pressure or volume. This brings us to the next reason, being that the regulator main and secondary springs lose their compression settings, which is easily fixed by adding a shim or two. Also with time, the two little cylindrical valves can start sticking and this requires a complete strip down and clean. Check that the two ball bearings and their seats are in good condition and reassemble with new O rings.





As some of our members already know, I have been regassing and rebuilding the two piece spheres for some time now and recently have started to rebuild the pumps and regulators as well.

For cars on LHS, it is essential to run it at least once a month to reduce moisture ingress into the LHS to avoid rust, as shown in photos and stop the LHS from separating and congealing.



Wolfgang Siem.



Toyota Warns (Again) About Electrifying All Autos. Is Anyone Listening?



By Bryan Preston.

Depending on how and when you count, Japan's Toyota is the world's largest automaker. According to [Wheels](#), Toyota and Volkswagen vie for the title of the world's largest, with each taking the crown from the other as the market moves. That's including Volkswagen's inherent advantage of sporting 12 brands versus Toyota's four. Audi, Lamborghini, Porsche, Bugatti, and Bentley are included in the Volkswagen brand family.

GM, America's largest automaker, is about half Toyota's size thanks to its 2009 bankruptcy and restructuring. Toyota is actually a major car manufacturer in the United States; in 2016 it made about 81% of the cars it sold in the U.S. right here in its nearly half a dozen [American](#) plants. If you're driving a Tundra, RAV4, Camry, or Corolla it was probably American-made in a red state. Toyota was among the first to introduce gas-electric hybrid cars into the market, with the Prius twenty years ago. It hasn't been afraid to change the car game.

All of this is to point out that Toyota understands both the car market and the infrastructure that supports it perhaps better than any other manufacturer on the planet. It hasn't grown its footprint through acquisitions, as Volkswagen has, and it hasn't undergone bankruptcy and bailout as GM has. Toyota has grown by building reliable cars for decades.

When Toyota offers an opinion on the car market, it's probably worth listening to. This week, Toyota reiterated an opinion it has [offered before](#). That opinion is straightforward: The world is not yet ready to support a fully electric auto fleet.

Toyota's head of energy and environmental research Robert Wimmer [testified](#) before the Senate this week, and said: "If we are to make dramatic progress in electrification, it will require overcoming tremendous challenges, including refueling infrastructure, battery availability, consumer acceptance, and affordability."

Wimmer's remarks come on the heels of GM's announcement that it will [phase out](#) all gas internal combustion engines (ICE) by 2035. Other manufacturers, including Mini, have [followed suit](#) with similar announcements.

Tellingly, both Toyota and Honda have so far declined to make any such promises. Honda is the world's largest engine manufacturer when you take its boat, motorcycle, lawnmower, and other engines it makes outside the auto market into account. Honda competes in those markets with [Briggs & Stratton](#) and the increased electrification of lawnmowers, weed trimmers, and the like.

Wimmer noted that while manufactures have announced ambitious goals, just 2% of the world's cars are electric at this point. For price, range, infrastructure, affordability, and other reasons, buyers continue to choose ICE over electric, and that's even when electric engines are often subsidized with tax breaks to bring pricetags down.

The scale of the switch hasn't even been introduced into the conversation in any systematic way yet. According to [FinancesOnline](#), there are [289.5 million cars](#) just on U.S. roads as of 2021. About 98 percent of them are gas-powered. Toyota's RAV4 took the top spot for purchases in the U.S. market in 2019, with Honda's CR-V in second. GM's top seller, the Chevy Equinox, comes in at #4 behind the Nissan Rogue. This is in the U.S. market, mind. GM only has one entry in the top 15 in the U.S. Toyota and Honda dominate, with a handful each in the top 15.

Toyota warns that the grid and infrastructure simply aren't there to support the electrification of the private car fleet. A [2017 U.S. government study](#) found that we would need about 8,500 strategically-placed charge stations to support a fleet of just 7 million electric cars. That's about six times the current number of electric cars but no one is talking about supporting just 7 million cars. We should be talking about powering about 300 million within the next 20 years, if all manufacturers follow GM and stop making ICE car



Simply put, we're going to need a bigger energy boat to deal with connecting all those cars to the power grids. A LOT bigger.

But instead of building a bigger boat, we may be shrinking the boat we have now. The power outages in California and Texas — the largest U.S. states by population and by car ownership — exposed issues with powering needs even at current usage levels. Increasing usage of wind and solar, neither of which can be throttled to meet demand, and both of which prove unreliable in crisis, has driven some coal and natural gas generators offline. Wind simply runs counter to needs — it generates too much power when we tend not to need it, and generates too little when we need more. The storage capacity to account for this doesn't exist yet.

We will need much more generation capacity to power about 300 million cars if we're all going to be forced to drive electric cars. Whether we're charging them at home or charging them on the road, we will be charging them frequently. Every gas station you see on the roadside today will have to be wired to charge electric cars, and charge speeds will have to be greatly increased. Current technology enables charges in "as little as 30 minutes," according to [Kelly Blue Book](#). That best-case-scenario fast charging cannot be done on home power. [It uses direct current and specialized systems](#). Charging at home on alternative current can take a few hours to overnight to fill the battery, and will increase the home power bill. That power, like all electricity in the United States, comes from generators using natural gas, petroleum, coal, nuclear, wind, solar, or hydroelectric power [according to the U.S. Energy Information Administration](#). I left out biomass because, despite Austin, Texas' experiment with purchasing a biomass plant to help power the city, biomass is proving to be irrelevant in the grand energy scheme thus far. Austin didn't even turn on its biomass plant during the recent freeze.

Half an hour is an unacceptably long time to spend at an electron pump. It's about 5 to 10 times longer than a current trip to the gas pump tends to take when pumps can push 4 to 5 gallons into your tank per minute. That's for consumer cars, not big rigs that have much larger tanks. Imagine the lines that would form at the pump, every day, all the time, if a single charge time isn't reduced by 70 to 80 percent. We can expect improvements, but those won't come without cost. Nothing does. There is no free lunch. Electrifying the auto fleet will require a massive overhaul of the power grid and an enormous increase in power generation. [Elon Musk](#) recently said we might need double the amount of power we're currently generating if we go electric. He's not saying this from a position of opposing electric cars. His Tesla dominates that market and he presumably wants to sell even more of them.

Toyota has publicly warned about this twice, while its smaller rival GM is pushing to go electric. GM may be virtue signaling to win favor with those in power in California and Washington and in the media. Toyota's addressing reality and its record is evidence that it deserves to be heard.

Toyota isn't saying none of this can be done, by the way. It's just saying that so far, the conversation isn't anywhere near serious enough to get things done.

From: <https://pjmedia.com/culture/bryan-preston/2021/03/19/toyota-warns-again-about-electrifying-all-autos-is-anyone-listening-n1433674>

Bryan Preston served as chief of staff at the Texas Railroad Commissioner. The Texas Railroad Commission regulates oil and gas production in the Lone Star State, which is the nation's top energy-producing state. He is the author of [Hubble's Revelations: The Amazing Time Machine and Its Most Important Discoveries](#). He's a veteran and a Texan.

Many thanks to Lee Scholte for this article. ED



Citroen DS electromod launched by British EV conversion firm



British EV conversion specialist **Electrogenic** has revealed what it claims to be the first professionally converted electric [Citroën DS](#).

The Oxfordshire-based firm has fitted the 1971 saloon with its own 'Hyper9' brushless electric motor in place of the original 2.0-litre four-cylinder petrol engine and paired it with a 48.5kWh battery capable of around 140 miles of range.

A maximum charging rate of 29kW allows for a full charge in around two hours. Customers can also request an optional 'range-extender' battery that's good for more than 200 miles.

The motor produces 120bhp and 173lb ft of torque – a significant improvement over the original engine's output. Power is sent to the front wheels through the original manual gearbox.

Electrogenic has also upgraded the DS's landmark self-levelling hydropneumatic suspension system, swapping the stock mechanical pump for a silent electronic one.

“As with all first-time conversions, the DS presented us with unique challenges, in this case adapting the hydropneumatic suspension to run without the combustion engine,” said Electrogenic director Ian Newstead. “The old pump was so noisy that it detracted from the silent drive of the car, but our new elec-

tric pump solved the issue completely.”

The car's exterior is largely unchanged, with the original fuel filler cap hiding the charging port. The only visual clues are the removal of the exhaust pipes and a bespoke 'DS EV Électronique' decal on the bootlid.



Electrogenic specialises in bespoke EV conversions and has [previously electrified the Triumph Stag and the Morgan 4/4](#). Customers are able to approach the firm with their own classic car or request it sources one for them, with prices tailored to each project.

“With our conversions, the aim is always to enhance the original characteristics of the car,” said co-founder Steve Drummond. “The Citroën DS was ideally suited to an electric conversion: the silent powertrain adds to the serene driving experience and fits perfectly with the character of the car.”

<https://www.autocar.co.uk/car-news/electric-cars/citroen-ds-electromod-launched-british-ev-conversion-firm>

AUTOCAR

The CCCV Newsletter

2007 Citroen C2

7/21

I am looking for a buyer for a Citroen C2 2007.
It is in ok condition and has 170k on the odometer, recently had transmission fault and is not drivable.
I am not interested in repairing it so am selling unregistered.
Fine for parts.

VIN: VF7JMNFC97373215

Can provide photos and further details. \$500 ONO.
Glen Waverley area.



Contact Paul on 0408 936 969

A VERY RARE CITROEN

8/21

CX 2500 GTI TURBO 1986 in excellent condition, 104160 kms.

- Original silver paintwork.
- Houndstooth cloth seats, all interior surfaces virtually as new.
- Owners manual and some service history available.
- Factory 14" wheels good tyres.
- CX had RWC for transfer to club plates 23 October 2019, 103529 kms at the time and low kms since.
Vic Reg No. - 2022H3

Car is garaged in Rye \$ 24,000. Please contact Simone 0407364285



For Sale — Citroen 1922 10 HP-B 2

08/21

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

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

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

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

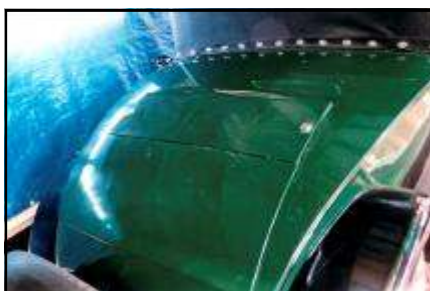
It has new tyres and tubes, a new battery and the original hand book.

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

Attached to the car is a vintage spotlight.

Spares that come with the car include:

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



1999 Citroen Xantia Series II

05/21

I have a superb Xantia Series II 2.0L Auto for sale. Green with grey cloth interior all in very good condition.

53,000 ks from new, with service history from 1999. RWC supplied.

Only selling due to purchase of CX 2500.

Reg No: 1IC 7FP

VIN: VF7X1RFM7215683,

Engine No: REV3004723.

Asking \$6,000 or best offer.

Please ring Graham on 0418 390 053.

Citroen ID9 or DS19 Wanted

05/21

Wanted – Good body ID19 or DS19 (single headlight)

Firstly, keen to help club members with their cars to learn about the mechanics etc.

Looking for either a good car that has been restored and can be driven now. I will not be converting such a car, or:

A good panel car that needs restoration with all or most parts in tact. I would like to make it roadworthy in the short term and drive it as is now, with the view to doing a full resto in time and turning it into a daily electric driver. Keen to talk to anyone who is interested in such a project or have one of these cars.

Thanks, Shane

0474 423 356

shane@cloudaudiovisual.com.au

'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.

Contact: GARTH CAMPBELL on 0406 427 657 for details.

Pleiades

Automotive Hydraulics (Australia) Pty Ltd

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience

We recondition: - Steering racks, Pumps, Spheres, CX steering control units, Gas struts, Height correctors, BX strut etc.

We supply (Ex UK):- Corrosion resistant pipe, Flaring tools, Fittings, Seals & a wide range of Citroën Spares



IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE



AUSTRALIA: -

PO Box 834 Childers Qld 4660

Phone/Fax (07) 4126 2502

Mobile: 0427 161 132

email: pleiadesauto@hotmail.com

UK:-

12a Brookside

Sawtry Cambs PE28 5SB UK

Tel/Fax: (001144) 1487 831 239

email: Pleiades.sawtry@gmail.com

www.pleiades.uk.com

Sales and Wants

2004 Citroen C5 Wagon

06/21

C5 – Wagon 2004 Ltd Ed 2.0 HDi Auto. Registered until 12/2021

The original owner won the car on “The Price is Right”. He never drove it but choose to sell it to me (indirectly). Basically I have owned it from new. VIN VF7DERHZE76530609. 160,000 Kms. Colour – Gris Iceland with matching leather seats.

Accessories include: Alloy wheels (although spare is steel with roadworthy tyre), factory towbar, headlight covers, bonnet protector, weather shields, dual sun visors for both front seats and after market tinted widows. Low mileage tyres, and recently replaced cam belt, accessories belt and water pump.

The vehicle was subject to a factory recall to check that the towbar was fitted correctly – which it was.

Some additional spare parts available (sold without roadworthy) \$2,200

Located in Edithvale

Contact Leigh Snell 9772 1810 or SNELLL@bigpond.net.au

WANTED

7/21

Citroen Safari -

Late model preferred.
Please send details to:

Email:
keithjwherry@gmail.com

FREE

9/21

Heavy duty car ramps.
No longer required.

Free to a fellow CCCV member before I put them on Aussie Frogs. Pick up from TEMPLESTOWE.

Contact Glenn Drake
Email:
glenn Drake62@gmail.com



WANTED

8/21

DS windscreen and chrome chevrons for the boot lid wanted.

Contact Peter Bartlett

Email :
plbartlett5@bigpond.com

0414532774

For Sale DS interior upholstery

07/21

DS interior upholstery (beige velour) including headrest, door cards and centre armrest.

In good condition. Name a reasonable price.

Treasurer@citcarclubvic.com.au

0411 869 705

For sale for BX 16 Valve and Xantia:

7/21

New Air filter : \$50

New Distributor cap (from England): \$80

Used Steering wheel VG condition: \$200

Used Plastic Oil filler fitting (without cap): \$60

Rear indicator (Driver's side) needs repair but roadworthy : \$60

New Xantia Matched pair of doors locks (told last in Australia) with key : \$80

Contact Neil Smith on 0468 396 602

WANTED

05/21

Wanted: Left hand door mirror for GS 1220 Club sedan. Also genuine right hand mirror GS mirror too.

Michael Browning 0418 324 328

Sales and Wants

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

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

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

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

Send to

The Treasurer
CCC
PO Box 122
Nunawading
Vic 3131

Payment can also be made by direct debit.

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

Include your name as reference eg Smith Adv

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

ADVERTISERS NOTE:

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

2005 Citroen Pluriel

5/21

Citroen C3 Pluriel 2005 for sale. Silver.
Reg number 1RC 1FX. Expiry July 2021
125,000 km, New clutch- drives great.

Roof not working.

Everything else works well.

Factory roof racks and tonneau. \$2900
Located in Aspendale, Vic.

Contact David Fletcher:
0425 826 138



Sales and Wants

Citroen 1984 CX2500 Gti

4/21

5 speed manual in excellent overall condition.
It has travelled 185,000 Kms and recently passed a RWC.
The car is totally original with all factory
"add-ons".

I believe this car to be quite rare in Australia and

not only
great
driving but
also
collectable.

Firm asking price is \$15,000-

Please ring Richard on
0417 316 060



FOR SALE

05/21

2007 Citroen C4 HDi Auto

C4 1.6 HDi Auto Black **Reduced to \$1,900-00**

188,000 kms VIN VF7LC9HZH74658585

Runs well, mechanically sound. New battery. Low kms on tyres

Scratch on drivers door

Currently unregistered. Will require the windscreen to be replaced for roadworthy.

Maintenance record.

Located in Edithvale.

Leigh Snell 9772 1810 or SNELL@bigpond.net.au

Citroen SM & DS Parts

05/21

I have a quantity of Citroen parts that I wish to sell. I was a member of CCCV many years ago and have owned a DS 19 Special, a DS23 Pallas, a couple of CX 2400's and an SM.

Some of the parts are new and consist of :

Genuine SM headlight glass covers for European model.

New boot tail light reflector (long) and other sundry bits for SM.

DS front end wishbones.

DS front mudguard (driver's side)

DS rear mudguards both sides.

DS wheels & tyres, water pump, suspension cylinders and sundry parts.

I would prefer to sell all of the above in one lot but would consider separating.

Contact John on 0448 762 005



BEAUTY IS IN THE EYE OF THE BEHOLDER

For almost 30 years Shannons have been committed to providing tailored insurance products for the motoring enthusiast. We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

Today, Shannons is the insurer of choice for motoring enthusiasts across Australia, providing innovative and flexible insurance options, like a **10% Multi policy discount** when you add a home and/or contents policy to your existing Shannons car or bike policy. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

Darebin Tyre and Service Centre
Incorporating
Cars of France

170 GRANGE Rd. FAIRFIELD

Ph: 03 9499 7522

03 9499 2478

www.carsoffrance.com.au



- **CITROËN Service**
- **Full & Part restoration**
- **Proxia & Sagem Diagnostic Equipment**
- **Sphere regas, change over starter motors**
- **Change over alternators & hydraulic components**
- **Spare Parts New & Used**

TYREPLUS EASTLAND

crn BOND & NEW STREET RINGWOOD 3134

PHONE: 9879 8487



PROPRIETOR
STEFFAN ROSIER

*Please check for current
stock and prices.*



**ALSO NOW
IN SYDNEY**

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.

Club discount on production of current membership card. Mail order.

321 Middleborough Rd
Box Hill VIC 3128
Ph: (03) 9899 6683
Fax: (03) 9890 2856

Unit 3/10 Pioneer Ave
Thornleigh NSW 2120
Ph: (02) 9481 8400
Fax: (02) 9484 1900

eai@eai.net.au

www.eai.net.au

LHM SALES (Strictly Members Only)

ABN 74557610508

\$14.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt.

Mentone	Stephen Maloney	0438 155 797
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

Vintage Citroen 2CV Paris tours struggle under coronavirus travel ban

Posted on **July 5, 2020** by **Reuters**

Filed under: [Government/Legal](#), [Citroen](#), [Classics](#)



There's nothing Jean-Remi Galinon enjoys more than bouncing along cobbled streets and showing off Paris to foreign tourists, usually Americans, in his most iconic of French vintage cars. "They are in love with Paris ... (and) we're suffering the consequences (of the travel ban)." Tourism is part of the lifeblood of the city, one of the world's most visited, so for Galinon, Paris's springtime lockdown could hardly have been worse.

[Continue reading *Vintage Citroen 2CV Paris tours struggle under coronavirus travel ban*](#)