



Please note the Volume number has reverted to represent the number of years CAF has produced this magazine

April 2017

Volume 30/17 Issue 4

www.clubautofrancais.com



found in www.automobile-catalog.com

1939 Citroen TPV 2 CV

Motoring writer L.J.K. Setright stated, "A car of Remorseless Rationality"
Article on Page 8

The French Connection

Club Automobile Francais
P.O. Box 330
Campbelltown 5074
South Australia

**CLUB MEETINGS LAST Thursday of the
Month (except DECEMBER)**
At the Austin 7 Clubrooms,
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Club Automobile Francais members and friends,

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Editor's Rattle

Hi everyone, Hope you are all well and not been caught misbehaving. Again it is the time of the year for our President and Treasurer to present their annual reports. This gives me the opportunity to sincerely thank each member of the committee and club support team for their pro-active interest and effort given throughout this past year. And club members in-all, I thank you for your input into club activities because without your active involvement in the club, we wouldn't have a club... so cheers everyone.

Also, if there is anything that you think the club should do to make it a better club, let the new committee know your thoughts and suggestions to make the club into being a better club as you see it .

And Don't forget: Your input into this magazine is needed. This is not the Editor's magazine but OUR magazine and I want to share your stories, photos and thoughts.

Cheers, Jeff MacGuire

Email: Clubautomobilefrancaissa@gmail.com

PRESIDENT'S PATTINGS;

At our last Committee Meeting there was a discussion of Club Membership Fees , which have not changed for 10 – 15 years , and also the benefits members should receive at club subsidised activities. These recommendations were put to members at our last club meeting after a month of consideration by Members and were unanimously approved and adopted.

Membership Fees;

These membership fees will be effective or 2018 onward.

Full Membership \$ 50.00

Concessional Membership \$ 40.00

Family Membership \$ 20.00

This represents an increase of \$10 per year for each category

Benefits to Members;

Full, Concessional and Family memberships will be subsidised for activities (eg Christmas Lunch) designated by the Club Committee. All other attendees will be required to pay the designated cost. Life Members will also be subsidised.

This decision will be effective immediately.

Whilst the Club is in a strong financial position it was the consideration of the Committee and subsequently the Membership that we should be constantly aware of diligent management of the Club's finances.

Happy Motoring,

Trevor Donaldson

COMING EVENTS

MAY

Sunday 21st Cavalcade of Cars—Wallaroo to Kadina

Sunday 28th Keswick Barracks—Army Museum tour
 Noon meet for lunch at the Brompton Hotel
 Or 2pm meet at the Main Gate of the Army Museum
 RSVP Halinka 8289 7417 by 6/6/17

June

Sunday 15th Lunch in The Jungle (Kent Town Hotel) - Gather 12.30 noon **Details to follow**

PRESIDENT'S ANNUAL REPORT 2016/17;

Again as I write this report I reflect on the quality of the members of our Committee – these members have put themselves forward to conduct the management of our Club. Their contribution is very much appreciated and my congratulations to all of them for their commitment and efforts. Again you have been a great group to work with and again your efforts have made the management of our Club much easier.

Kim as VP has again been a magnificent help , willingly giving support at times of need and providing his home for our Committee meetings. Thanks to Kim and Jean.

David as Secretary , Jeff as Editor and Program director and particularly Steve as Treasurer who has again supported our club during difficult times, our thanks on behalf of the Club for your efforts once again.

Carolyn , Don and again our ever-committed Bob, as our Committee members , we thank you for your contribution to the administration of our Club.

Our Social Committee of Halinka and Anne have again provided us with an active and enjoyable social program during what at times have been difficult situations, and we all as members thank you for your efforts.

Colin and Rod have again administered our Concessional Registration responsibilities effectively and efficiently. Some changes proposed for this program may change our responsibilities in the future.

Once again , we thank all of our members and families who are our Club , for the support and encouragement which makes our Club the strong , enjoyable and successful club we are.

Again I have appreciated Kathy's support during the year and we look forward to another positive and successful year in 2017/18

Happy Motoring,

Trevor Donaldson

Auditor's Report presented by Treasurer Steve Chamberlain**Auditors Report 2016**

I have audited the accompanying financial report of the Club Automobile Français Inc. which comprises the statement of financial position as at 31st December 2016.

Committee's Responsibility for the Financial Report

The committee of the club is responsible for the preparation of the financial report that gives a true and fair view in accordance with Australian Accounting Standards (including the Australian Accounting Interpretations) and the Associations Incorporation Act 1985 and for such internal control as the committee determines is necessary to enable the preparation of the financial report that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the financial report based on my audit. I have conducted my audit in accordance with Australian Auditing Standards. Those standards require that I comply with relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report is free from material misstatement. An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial report. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial report, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation of the financial report that gives a true and fair view in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by the Office Bearers and Committee, as well as evaluating the overall presentation of the financial report. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.



76 RUNDLE STREET, KENT TOWN

WHEN: 18TH JUNE 2017

TIME: 12.30 pm

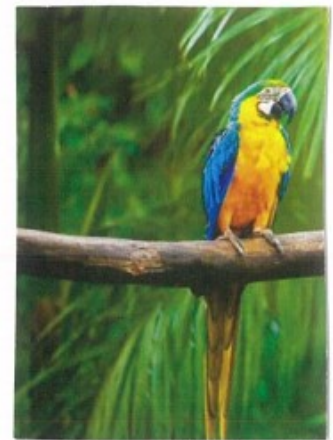
If going to The Jungle

RSVP: Halinka 8289 7417

Or

colredmond@optusnet.com.au

BY 6th JUNE 2017



Is it worth getting your cars PAINT PROTECTED

All car yards and some detailers recommend that you have a protective coating applied to you new car's paint job. Even your new "second hand" car can fit into this category but is it worth it remembering that you will still need to wash your vehicle regularly and look after you duco even with this protective shield.

Yes, at a financial cost this coating will protect your paint job for a period of time and then it will have to be redone. The process of cleaning back, preparing and replacing the protective sealant is a major task. You really need to be a professional to apply any of these products. Preparation is an ordeal in itself and then you need the know how and be able to apply any protective sealants. In general terms these products are not a DIY system and should not be used on classic or investment cars.

As Bowden from Cars Guide states, "A regular maintenance schedule with traditional waxes and sealants is a better option in my opinion, something that any car enthusiast loves doing regardless."

With all the plastic that is in modern cars and the coatings that are carried out on the body panels and chassis prior to assembly these days, the rusting issue that we all once knew has been diminished. The truth is that you shouldn't be fooled by any of these protective gains: You still need to clear the mud out from under the mudguards and wash and wax your vehicle regularly with a high quality product. Even your dash board and seats needs to be attended and kept fresh.

In Summary: A maintenance program should cover every aspect of your vehicle from mechanical to body panels, paint and upholstery to keep you car ship shape for years to come.

Jeff MacGuire

Don's Drive(L)

I'm back! I haven't had much time to spare in the last 3 months. At the start of February my brother rang to say he was in the RAH. He was diagnosed with a cancer that had spread widely - the prognosis was not good. They gave him a few days of radiotherapy and sent him home. This was crazy: he could not even get up to go to the toilet. After 4 weeks he passed away. As his next-of-kin I was now involved in organizing his funeral and lots of other red tape.

My brother had been a hoarder from way back. The first priority was to remove all the stuff from his bedroom at a friend's place. How it all fitted in was hard to comprehend. My niece Alison and I then had to sort the useful from the scrap and organize a Garage Sale for the good stuff. We had the Sale and naturally a lot of the goods are leftover. Most of the many books and the miscellaneous items we will donate to charity. But that's not all: he had many more hundreds of books in a storage unit and other mechanical and electrical things in a shipping container. So there are more 'fun times' ahead.

Oh, and if anyone wants to restore a series 1 SWB hardtop Landrover I can let you have one real cheap (has a Holden 149 motor)

Meanwhile my work on the Pug 604 has stalled. It is all back together and the motor runs well but needs some work on the Fuel Injection system. We took the Citroen DS to the McLaren Vale Classic event and it went really well on the way there. However- on the return trip, while doing about 80kmh not far out of the Vale, there was a sudden violent shuddering which scared the hell out of all of us. After a hasty stop a thorough visible inspection did not show any reason for the problem so I decided to head for home and see how far we could get. I did not venture over 70kmh and the trouble did not re-occur. Another problem to diagnose when I get time.

The actual event was most enjoyable, with plenty of French cars ending up at the Hardy winery at McLaren Vale along with the Italian and Swedish ones. We enjoyed a picnic lunch under the trees with our Club friends and caught up with others we meet only occasionally.

For Easter Valerie and I took a trip in the Golf to her daughter's place in Victoria (Charlton, on the Calder highway to Mildura) The drive to and fro went well (apart from being tail-gated by a semi for some time - scary, illegal and just plain dangerous). I was surprised to have the computer saying 5.0 l/100kms for the trip over and even more surprised to get the same reading on the return trip. Surprised, because on all previous trips it used more fuel coming home. More accurately the calculated figure was 5.3. What, VW showing better figures than reality - surely not!

Don Stacy

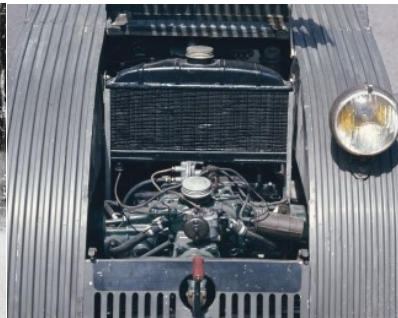
Citroen 2 CV Prototype 1939 (TPV)

This 4 door sedan was developed through the inspiration of forward thinking Citroen President Pierre Boutanger.

According to factory specifications its naturally aspirated 2 cylinder engine reached a top speed of 80kph with a displacement of 374 cm, the power train has a Citroen A-series Spark ignition 4 stroke engine having a bore and stroke of 62mm. The cylinder alignment designed to be Boxer-2 type having a level of 8 brake horse power /5.9 kw.

The vehicle was EEC segmented as a B type (small city car) and sub-segment as a B-1 small sedan, city sedan). The body type was classed as a subcompact/supermini fast back sedan.

Being a front wheel drive with a weight of 71.4 kg. the car easily covered expectations of the time.



This economical deux chevaux (2 CV) vehicle had a long production run between 1948 to 1990. Assembly being carried out in France, Belgium, UK, Argentina, Uruguay, Chile, Portugal, Spain and Slovenia (former Yugoslavia). Eventually the company developed a full range of body types: Available were the four door, the two door hatchback going on to the 2 door panel van, the pick-up and coupe utility along with the 5 door hatchback rounding off the vision. The vehicle was humorously often called “an umbrella on wheels”.

As stated on WikiLeaks, 3.8 million 2 CVs were produced along with over 1.2 million small 2 CV based delivery vans known as the Fourgonnettes. Citroen ultimately offered several mechanically identical variants including the Ami (over 1.8 million), the Dyane (over 1.4 million), the Acadiane (over 250,000) and the Mehari (over 140,000). In total they manufactured almost 9 million 2CVs and variants.

With the revolutionary long-travel suspension used, a soft ride was offered (comparatively speaking). The air cooled vehicle was manoeuvred through a 4 speed manual gear box. Across the time of manufacture the engines ranged from a 375 cc engine having 9 hp onto a 375 cc then 425cc /12 hp, 435cc/ 24 hp and the 602 cc with 29 hp. Having a curb weight of 600kg, the vehicle handled most roads with comparative ease while still offering low fuel consumption.

A combination of romance and intrigue has kept the Citroen 2 CV a much loved collectors item and on the roads across the world to this day.

Well done to all involved.



A 1980s 2CV6 Special



PRINCE ALBERT II OF MONACO

PRESENTED in SEPTEMBER 2016 THE NEW VENTURI FORMULA-E SINGLE SEATER

Prince Albert drove the latest Venturi racer to the press gathering in the private gardens of the Palace. He noted, "The message of Formula E is now passed on. The public has begun to find Formula E very interesting. It is a series that can demonstrate that performance can be associated to electric vehicles." This statement being a creed defended by Monaco's Venturi manufacturer. Operating for over a decade they have set a new FIA World speed record for an electric vehicle with the Venturi VBB-3 reaching a speed of 549.43 kph being the fifth record they have broken since 2010.

The Prince, a real motorsports passionate added, "We hope to see the Venturi cars gaining top grid places and winning. You know how much I am attached to clean mobility and renewable energies. So I would be very proud if this team might shine the Principality's colours.

The new Venturi engine has an unprecedented two gears gearbox, made in the Venturi workshops [Fontvieille's district]. The drivers in 2016-2017 being the 3rd season of the championship will be Frenchman Stephane Sarrazin and German Maro Engel. As in 2014, Monaco will host a Formula ePrix (May 13) and Formula 1 (May 27) on the same track. "This helps to get the message out to promote Formula E". Prince Albert concluded, "Formula E is also relating to clean mobility and our wish is to get into people's minds that this is a solution for the future".

The Venturi company was founded in 1984 by Claude Poiraud (engineer) and Gerard Godfroy (designer) presenting their first Venturi at the "Paris Motor Show". The vehicle was a two seater prototype weighing approx.850 kg, fitted with a 2 litre VW Gold GTI engine.

It was the brand's first vehicle with approximately twelve thousand being produced.



With the company being in financial difficulties after 16 years of operation, Gildo Pallanca Pastor acquired the firm. Despite the industry being seen as a very masculine industry and a market place characterized by power and aesthetics but reluctant to pursue any development (especially of a radical kind).

The visionary Pastor took up the bold and decisive challenge. Venturi has moved ahead in leaps and bounds since that time having in 2004 produced the FETISH which was the world's first sports car being powered solely by electricity and in 2015 VENTURI became the official manufacturer of the FIA Formula E Championship.



Though Venturi had issues with reaching a good grid placement in the 2017 Mexican Grand Prix, the company is breaking records constantly and worth keeping an eye with Formula E.

Renault RS 2027 Vision concept car showcased



Renault is predicting far quicker yet far safer F1 cars

RENAULT'S FUTURISTIC F1 racing car concept has been revealed at the Shanghai motor show. The vision that accompanies this vehicle is beyond current technology in Formula 1 racing at this time but the whole concept is very conceivable.

With the continuous evolution of technology, car to car GPS tracking will ensure driver to driver and management contact letting them know when and where collisions have occurred enabling them to avoid additional dangers.

LEDs will be inside the steering wheels sharing data such as the driver's position and the car's remaining energy reserves so that spectators can be more involved with the action as it plays out. Spectators at the race will be able to view other aspects through the car's telemetry. They will be able to intimately follow cars of interest through their mobile devices or when watching from home.

The RS 2027 Vision is powered by a hybrid drivetrain configuration which consists of a V6 turbocharged petrol engine and two 250kW electric motors which provides up to 500 kW to all four wheels. The RS' battery provides twice the capacity of current F1 batteries and borrows that technology from current Formula E cars.

With a weight ratio combining with its 1000kW or 1MW of power it has twice as much drive as current Formula 1 cars or four times more than the Bugatti Veyron Super Sports which has 0.47kW/kg.

Some of that weight saving comes from its transparent and eco-friendly 3D printed recycled body and a smaller 60kg (compared to 105kg) fuel tank.

Renault says that because the races will be shorter not as large a fuel tank will be required.

Overall the aim of the Renault RS 2027 is to provide a better connection with the spectators and a more entertaining sport, but keeping the drivers even safer.



Should I buy a diesel or petrol car?

summarised article taken from CarGuide/Jack Pyefinch



The ugly truth

“Major manufacturers failed to match their laboratory results, emitting dangerous and illegally high levels of nitrogen dioxide”

A real-world test on 29 Euro 6 compliant diesels has revealed that all but five breached pollution limits, with some recording up to 27 times the amount of toxic emissions allowed.

Major manufacturers such as Mazda, BMW and Volkswagen, all of which sell the same diesel engines here in Australia failed to match their laboratory results in on-road tests and emitted dangerous and illegally high levels of nitrogen dioxide.

Mazda6 SkyActiv diesel which goes into the CX-5 Mazda sold here produced four times its Euro 6 limits
 BMW's all-wheel X3 made nearly 10 times the allowance
 Volkswagen's Touareg was measured at an astonishing 22.5 times the maximum set by Euro 6 limit

The Kia Sportage was even worse pumping out 20 times the Euro 6 limit.

Exposure to nitrogen dioxide causes severe lung and heart disease, increased susceptibility to asthma, allergies and airborne infections. Toxic gas is also linked to sudden infant death syndrome, miscarriages and birth defects. World Health Organisation estimates that nitrogen dioxide causes more than 22,000 deaths every year in Europe. Australians are now burning 12.5 billion litres of diesel a year.

Air pollution kills 3000 Australians every year

The AMA claims, “Current air-quality standards is Australia lag behind international standards and have failed to keep pace with scientific evidence.”

The Who estimates that air pollution causes 3.7 million premature deaths per year worldwide, calling it **“The world's largest environmental health risk”**.

Two of the main and most dangerous **compounds in air pollution are nitrogen dioxide and particulate matter; the superfine soot found in diesel exhausts.**

Despite the fact that newly manufactured diesels burn cleaner than the old ones, real-world tests prove they are not an environmentally friendly option. Australian firms stated they are within Australian standards!!

**CLUB AUTOMOBILE FRANCAIS SOCIAL CALENDAR OF EVENTS
2017****MAY**

- Sunday 21st Cavalcade of Cars—Wallaroo to Kadina
- Sunday 28th Keswick Barracks—Army Museum tour
Noon meet for lunch at the Brompton Hotel
Or 2pm meet at the Main Gate of the Army Museum
RSVP Halinka 8289 7417 by 6/6/17

June

- Sunday 15th Lunch in The Jungle (Kent Town Hotel)
Time: 12.30— **Full details to follow**

July

- Saturday 15th Bastille Day Dinner— **Further details to be advised**
- Sunday 16th Rear Engine Run—Mystery Destination
10am Meet at Cohen Road Drive, Adelaide
Full details to follow
- Sunday 30th July **CAF SWAP MEET- Globe Derby Park**
All club members needed

August

- Weekend 26,27 & 28th Fourth South East Club Tour at Meningie

September

- Sunday 10th Gawler Swap Meet
- Sunday 24th Bay to Birdwood

October

- Sunday 15th St Kilda Tram Museum and Tram Run
Full details to follow
- Sunday 22nd All French Car Day @ Glenelg **KEEP THIS DAY FREE**

November

- Saturday 11th Curry Night @ the Club Rooms
- TBA Credit Union Christmas Pageant

December

- Sunday 10th CAF Christmas Lunch
-

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Let us maintain your investment

Lion automobiles have relocated to Unit 3/56 Audrey Ave Blair Athol. This is located behind the BP service station on Main north Rd. Phone is still 8162 9350

Web Sites of interest to French car fans

Aussiefrogs.com.au
Bringatrailer.com/category/french
Themotorreport.com
Citroen.com.au
Peugeot.com.au
Renault.com.au
RenaultOwnersClub.org
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Membership Fees

Full membership	\$40
Concessional (student, pension or unemployed)	\$30
Family	+\$10
Payments to go to the Treasurer—see page 15	

CAF Life Members

Don Roberts (1999) deceased
Peter Bennett (2005) deceased
Max Easter (2011) deceased
David McDonough (2006)
Peter Roberts (2011)
Don Stacy (2011)
Colin Redmond (2012)
Bob Scobie (2013)
Max & Mary Medwell (2013)

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CLUB BANKING DETAILS
CLUB AUTOMOBILE FRANCAIS
BSB 105022 ACCOUNT 110593540

CLUB MEETINGS

7.30pm - **LAST** Thursday of the month -
Austin 7 Clubrooms, 262 Tapleys Hill Rd Seaton

CLUB MAILING ADDRESS

Club Automobile Francais
P.O.Box 330, Campbelltown, SA, 5074

CLASSIFIEDS & MAGAZINE CONTRIBUTIONS
Must be received by end of week 3 of the month

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DISCLAIMER

Options expressed in French Connection are not necessarily those of the Editor, CAF or its officers and all articles are published in good faith and responsibility will not be accepted.

CHARLES STREET AUTO REPAIRS

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