

NEWSLETTER

No. 4 - February 2025

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Membership Applications

Membership Joining Rules – Bylaw 14

Attendance requirements prior to joining the club.

There was suggestion put to the committee by members that we need to qualify members and get to know them better, hence why we added the requirement of 3 attendances before finally being accepted as full member of the Club. This has caused much confusion to the new members joining & to our administration.

It has been voted and agreed to revert to Constitution Part 2 Item 5 and remove Bylaw 14. (Part A). (see below)

5. Nomination for Membership

A person applying for membership shall:

- (1) Be nominated and seconded by two members, being either Ordinary, Social or Life Members, on the Membership Application Form (MAF), at Appendix 1.*
- (2) The MAF must be lodged (including by electronic means), with the Secretary of the Club.*
- (3) As soon as practicable after receiving a MAF, the Secretary must refer the nomination to the Committee which is to determine whether to recommend or to reject the nomination.*
- (4) If the MAF is recommended by the Committee it shall be presented to members at a General Meeting where members shall vote to approve, or not approve, the application.*
- (5) As soon as practicable after the General Meeting has voted on the MAF, the Secretary must:*
 - (a) notify the applicant that the General Meeting has approved or rejected the nomination (whichever is applicable),*
 - (b) if the nomination is approved, request the applicant to pay within 30 days the sum payable under this constitution by a member as the joining fee and annual subscription, and*
 - (c) the election to membership shall be void if the applicant does not comply with sub clause (5) (b).*
- (6) The Secretary must, on payment by the applicant of the amounts referred to in sub clause (5) (b) within the period referred to in that provision, enter or cause to be entered the applicant's name in the register. of members and, on the name being so entered, the applicant becomes a member.*

New Club LOGO

A New Club Logo was proposed by the Club Committee and agreed to by members present at the recent GM on the 6th February 2025. The Logo is as depicted in the letter head of this Newsletter. As we have shown members over the last 12 months various versions, the above logo has been deemed to be the most popular & practical new logo.

The reason for updating the club logo was to modernise the image of our club that we are not just a club for “wooden wheelers” but a club for all vehicles pre-1995, both Classic & Historic.

Whilst we recognise the need to update and stay relevant with the newer generations of motoring enthusiasts it is important, desirable, and nice for our new look to respect the club's past and heritage.

By keeping the name, font, and colours similar it becomes a “modernising update” rather than a complete break away. It will also be easier for other clubs and interested parties who already know of us to make the connection.

Membership Cards for 2025

The committee would like to minimise wastage of printing all members cards when many are not collected. If you require a 2025 Membership Card, as advised in the Newsletter, you need to add your name to the list tonight or advise Walter by next Monday 10th.

HVS Period Options, Accessories & Safety Items

Thanks to your help, we have updated the Historic Vehicle Scheme period options, accessories, and safety items eligibility guidelines.

Transport for NSW (Transport), in collaboration with industry experts and the Historic and Classic Vehicle Working Group, developed the period options, accessories, and safety items eligibility guidelines, to assist vehicle owners in understanding the eligibility criteria for the Historic Vehicle Scheme (HVS).

The guidelines provide clarity on which period options, accessories, and safety items align with HVS, ensuring vehicles remain compliant while preserving their authenticity. It also highlights the distinctions between the HVS, which prioritises originality, and the Classic Vehicle Scheme (CVS), which allows for approved modifications.

Owners are encouraged to refer to the guidelines when considering any modifications to ensure their vehicle continues to meet the appropriate scheme requirements. Significant modifications such as modern engine swaps or contemporary upgrades are better suited to the CVS, which accommodates these changes under a structured framework for safety and compliance.

Transport thanks the historic vehicle community for its ongoing engagement and commitment to preserving these vehicles. We look forward to seeing you enjoy your historic vehicles while ensuring they meet the applicable vehicle standards.



Ken and Doug looking a bit puzzled, system did work though.



Which is the most reliable car ever manufactured by mankind?

The most reliable car ever built was undoubtedly Citroen's 2CV Sahara bi-motor all-wheel drive, also known as "The Duck". For reliability, even in the harshest conditions, nothing else comes close!

Published by TfNSW



Water Trailer

Thanks to Bob Cechet for inducting members who were present at the last Working Bee on how to operate the Water/Fire Trailer. Nice piece of machinery, it will come in handy as a safety feature when burning our wood pile at the back of the club, or watering the gardens, any cleaning tasks and anything else where 1000 litres of high-pressure H₂O is required.



Citroen 2CV Sahara

The Citroen 2CV Sahara was built between 1958 and 1961. It was a variant of the 2CV built from 1948 to 1990.

Unlike other cars or trucks that were conventionally designed and achieved durability by making the components slightly harder than the competition, Citroen **REDESIGNED** the engine and chassis of the 2CV to eliminate the parts that could break. The result was a vehicle that could go anywhere. In mud or rough terrain, the 2CV easily outperforms a jeep. And it did **NOT** break.

These two legendary qualities made the 2CV Sahara **THE** vehicle of choice for oil companies serving oil fields in remote areas or colonists in the French colonies - environments where you could be stranded for days in the event of a breakdown if you were not eaten by a large carnivore or captured by a rebel bandit. People who want to kill you, or big things who want to eat you, are very good reasons to buy reliable vehicles.

The air-cooled 2-cylinder counter-cylinder engine of the Citroen 2CV with 602 cc was developed with the idea of eliminating the parts that could break. For example, there was no radiator, no radiator hoses, no water pump, no thermostat. Even the need for a thermostat for the oil, a problem area with most air-cooled engines, has been eliminated. Both the cooling fan and the dynamo were driven directly by the crankshaft. Thus, there were no V-belts that could break. The design philosophy was: "The fan is driven directly by the crankshaft: if it's not there, it can't break.

But the engineers of the 2CV went above and beyond. Head gaskets are a potential failure point for engines, especially under load conditions. Citroën has not simply built a better cylinder head gasket. The engineers of the 2CV have eliminated the need for cylinder head gaskets! With the 2CV there is **NONE**. Rather, the heads are lapped and adapted to the cylinders. Then the engineers went even further. They also removed many of the usual engine seals. The two halves of the cast crankcase of the 2CV, for example, are also lapped and joined together without gaskets.

OK. But wait! There is more! The 2CV Sahara model was designed redundantly. There are **TWO** engines with **TWO** gearboxes and **TWO** clutches. One or both of these engines can be started separately and then engaged or disengaged with a lever between the seats. The single accelerator pedal operates the throttle of both engines, the single clutch pedal engages both clutches on and off, and the gear lever shifts both transmissions. If you lose an entire engine or clutch or gearbox (an unlikely case given the legendary durability of these units), you have a **SECOND** one at your disposal.

With two engines, of course, you have two starting engines. But if this or the battery should fail in the middle of the bush, or while you are being chased by an angry rhino or an enemy tribesman, you can start both engines with a hand crank that doubles as a tyre spanner. It is really hard for me to think of any plausible event where a 2CV Sahara owner would have been stranded. There are two fuel tanks and two fuel pumps as well.



Citroen 2CV Bare Chassis - Note that the suspension units connect the front and rear wheels together and run horizontally under the vehicle.

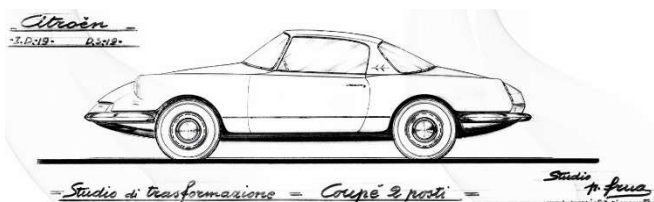
When you combine engines designed for durability from the blueprints, the redundancy of two independent power units, the near-indestructible chassis and suspension of the 2CV, and the 2CV's ability to climb faster than mountain goats and drive across ploughed fields as if it was designed to do so (it was), you have the ULTIMATE ALL-SEASON, CLIMATE AND TERRAIN SAFETY CAR.

Should you be expecting the zombie apocalypse? Buy a 2CV Sahara.

Some wisdom

A mechanic is installing a cylinder head into an engine when a heart surgeon enters the workshop. The mechanic turns to the doctor: "Take a look at this. I opened the heart, took out valves, repaired and cleaned everything and then reinstalled it. Everything is like new again. We both actually have the same job, right? So why do you get paid more than me?" The doctor has to think for a moment: "Well, try that with the engine running!"

70 Years of Citroen DS



How is this for a car trailer?



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