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THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

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Concours pictures

Chinese part control

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3D Auto printing



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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 60.00
Country including printed newsletter	\$ 45.00
Online newsletter only.	\$ 30.00

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month
Contact the Vice President for details. NOTE CHANGE:

CLUB BANKING DETAILS FOR SUBSCRIPTIONS AND PAYMENTS

BANK: Bendigo Bank - BSB: 633 000—ACCOUNT: 120 127 907

Last Chance to get good deals for Cit-in 2014

We can help! Cit-in 2014 features extra activities for non-car people who come reluctantly to the event. As well as the Walhalla attractions at this year's Cit-in we have arranged the added options of a scenic drive with a tour of an open garden and an art and craft tour visiting local galleries and studios.

**For full details visit www.cit-in.org or
phone John Parsons on (03) 59776115.**



Top of the day
to you all.

It is my turn this month to reflect on past events, and contemplate on those coming up in the Club's calendar.

The Citroen Concours for 2014 is over after a very enjoyable day in Como Park. The sky at times did look a little bit threatening, but other than a few spits towards the end of the day; it all remained fine.

Although a lack of Tractions this year, we saw a mix of DS, GX, BX, 2Cv's, C4, plus on show; the latest Grand Picasso and DS5.

John;2CV that he is in the process of reconstructing was a delight for all to ponder over. The bonnet and doors were still to be fitted but as you can see from a couple of images in the middle pages, beautifully fitted out; demonstrating the extent of care he has taken on this project.. He did trailer this vehicle to the Concours, however it was to the delight of many, that at the end of the day he proceeded to drive around the park with a couple of passengers . "Vive la France".

In case anyone thinks I have incorrectly written the above ending phrase, then read this.

"Vive" (not "Viva") la France!

Le quatorze juillet is approaching. Many towns in America really go all-out for Bastille Day, which is heartwarming. Lately I've seen many ads touting some all-French event, with a heartfelt "Viva la France!" tacked at the end.

Folks, please humor me; I applaud your francophilia! But please -- *s'il vous plait* -- if you're celebrating France, the proper phrase is "**Vive la France,**" not "**Viva la France.**" *Viva* is a brand of paper towels. (Maybe it's also Italian or Spanish. Not my bailiwick.)

FRONT COVER

The new DS5 & Grand Picasso on show
at Como Park, Concours 2014

Don't worry. I understand the confusion. It's pronounced veev-uh, almost. But it's the subjunctive ("Long live France!"); and, apparently no one understands the subjunctive in any language any more except a handful of us die-hards. Happily, I am not going to bore you with a lengthy French verb *conjugaison* lesson right now. So unless you're a grammar junkie you'll just have to believe me.

It's *Vive la France!*

The RACV Classic Showcase is coming up on Sunday 30th March, and although not a club event; should be an interesting day out for auto enthusiasts.

Remember Cit-In 2014. You only now have a couple of weeks to book for this major event. Full and comprehensive details in three sections of this newsletter. There is no excuse to say you were not informed. Book NOW!

Mini Raid planned for June.

This is the time you can get off the beaten track and explore a wonderful part of the country in the process. Full details will be in next months newsletter.

Next month's club meeting will feature Graeme McDonald who will speak on Computer Diagnostic Software for your car. This should be of particular interest to those who have computer ridden late model cars. Don't miss it.

Brian James.

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.

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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 username and the password as indicated below.

Club password for the month: At a recent committee meeting it was decided NOT to publish the password in the printed club newsletter. Members will continue to receive however an email advising them of the new password each month.

New Members

CCCV welcomes the following new members to our family: . Tom Allen

We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction

As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00

Events Calendar		2014	2014
March	30	RACV Classic Showcase (Flem R/course)	May 23-25 38th Historic Winton <input type="checkbox"/>
		<input type="checkbox"/>	See page 6 for details
April	2	Club Night - Computer Diagnostics	June 4 Club Night - Panel Beating
		Graeme McDonald	21-29 Mini Raid-Mungo National Pk.
	18-21	Cit-In at Rawson Village	July 2 Bastille Night
May	7	Club Night - Card night	12 Broadford run & Pub.
			2015 <u>60th Anniversary of the Citroen DS</u>
Denotes a Non CCCV sponsored event. <input type="checkbox"/>			For more details on club events contact John Dorgan on 0428 358 095

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208			
2CV	Peter Dekker	0425 703 899	SM	Garth Campbell	0406427657
AX/Berlingo	Kirkcaldy	9363 2464		Xantia/Xsara	John Wyers 9787 6280
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	XM	Roger Imrie	9890 1834
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C5	Leigh Snell	9772 1810
			C6	John Fedorko	0438 597384

Forthcoming Club Events

Cit-In Accommodation Special PRICE Exclusively for CCCV Members

A few weeks ago I wrote to all CCCV members updating them on the bookings from within our own club for the major Citroen event on the Citroen family calendar, namely the annual Cit-In. This year our own club is hosting this event and it's being held at Rawson village in Gippsland. While bookings are strong from around our all over Australia, the Victorian compliment is sadly lacking.

We still have en-suite accommodation available, in fact 12 rooms and we would love to see them filled, especially by our club members. So at last night's committee meeting it was decided to offer our currently non-participating club members (and yes, I'm afraid that is you) a special deal of discounted, last minute en-suite accommodation, normally \$330.00 for the weekend but until 04 April you will pay only \$250.00. Bookings must close on 04 April, so if your Easter plans are still open, please consider attending. Not only will you have the camaraderie of the Australia wide Citroen fraternity but you may well help the Club break even on the event. Costings have been kept to the minimum to encourage attendance this year, and we really do need to fill all our accommodation for the Club's own funds not to be called on to supplement the event. So come and help yourself and the Club at the same time.

En-suite rooms (can accommodate up to 6 people, but you get it to yourself unless you invite others) usually \$330 now \$250 to CCCV members

Visit www.cit-in.org to join in the fun. — Dave Rogers

\$250.00 FOR 3 NIGHT'S ACCOMMODATION, NOT BAD EH?

May : Call for CCCV Volunteer members

Fingers on laptops.

Data entry required of all our library books into a new PC Data Base.

Bring your laptop or iPad with Excel or:

Excel can be supplied on the day.

Let's make this a great group effort and enjoyable exercise.

Date and time to be advised.



Mini Raid June - 2014

This is a week away for all Citroens to get a taste of what Raid is all about.

In true Raid style, there will be camping and campfires and driving on back roads to interesting out of the way places. This Raid will feature Mungo National Park, partly for its magnificent scenery and history, and partly for its desert conditions. Anyone intending to go on Raid 2014 will be able to experience driving in sandy conditions and the style of camping that Raiders enjoy. There will be further information in the next magazine.

Proposed itinerary is :

- June 21 Melbourne to Echuca
- 22 Echuca to Mungo National Park
- 23 Mungo
- 24 Mungo
- 25 Mungo
- 26 Mungo to Wyperfield National Park
- 27 Wyperfield National Park to Halls Gap
- 28 Halls Gap
- 29 Halls Gap to Melbourne.



38th HISTORIC WINTON
 24th & 25th MAY 2014
 PRESENTED BY THE AUSTIN 7 CLUB AND HMRAV



HISTORIC CARS, MOTORBIKES AND SIDECARS
 Featuring over 400 Historic Racing Cars
 and Motorbikes from 1920's to 1980's

Saturday \$25.00 Sunday \$35.00 Weekend Pass \$50.00
 Practice 9.00 am. Racing all day Paddock \$5.00
 Racing 1.00pm from 9.00am

Winton Motor Raceway, Benalla, Victoria
 www.historicwinton.org enquiries: 03 54282689




Club Permit Scheme: It seems in the near future all cars on the Club Permit Scheme will need to have a photographic image recorded . This must be supplied by the member.

Rossllyn Mackay has just renewed her Ds and this is her image.

F

amily Day car & Bike Show

WHITTLESEA Brian James

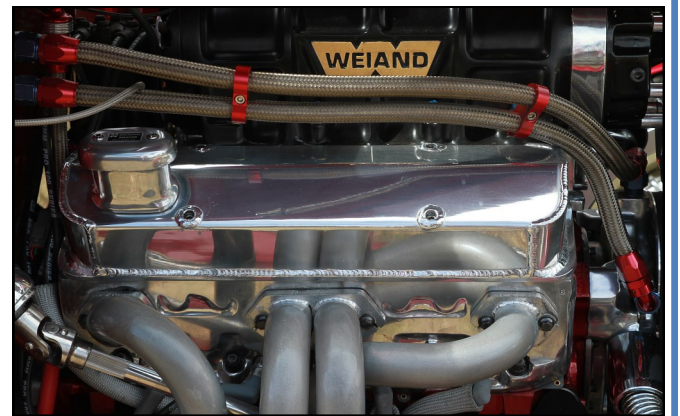
After a false start of getting my days mixed between the CCCV Concours and the Family Day at Whittlesea Showgrounds, I eventually got there to see what was on offer. Not a great deal I would have to say, but there were a few interesting items.

Several what looked like new Harley Davidson motorbikes as well as a vintage Douglas model.

Several Street Cars that had been extensively modified and given fantastic paint jobs.



Douglas was a British motorcycle manufacturer from 1907–1957 based in Kingswood, Bristol, owned by the Douglas family, and especially known for its horizontally opposed twin cylinder engined bikes and as manufacturers of speedway machines. The company also built a range of cars between 1913 and 1922.



Combined Accommodation and Registration

In a move new for **Cit-in** 2014, you can now register, book and pay for accommodation in one simple operation at www.cit-in.org

Accommodation

A wide range of rooms to suit all budgets is available, from two-bed rooms at \$54 per night, through ensuite motel units to 6-bunk rooms at \$160 per night. Full details and bookings are on the website www.cit-in.org

Caravan & campsite facilities (pet friendly) are available nearby at Erica Caravan Park. Book separately (03) 5165 3315

An alternative motel is Mountain Rivers Lodge (03) 5165 3231 or www.mountainriverslodge.com

Registration

Cost includes **all** meals, including packed lunches for tours. Entry to other venues such as mine tours and rail trips are extra. Registration opens 1st June, 2013.

1/6/2013 to 31/12/2013 (early bird)	\$180 per person
1/1/2014 to 31/1/2014 (standard)	\$200 per person
1/2/2014 to 1/3/2014 (late)	\$220 per person

Registration is half price for children 12 years and under and free for children 3 years and under, Claudia Schiffer & Sebastian Loeb admitted free. Meals provided are a light dinner Friday night, breakfast, lunch and dinner Saturday and Sunday, breakfast Monday. Packed lunches where required. Special diets catered for.

Hate computers?

Ring John Wycors on (03) 9787 6280. He will send you a registration and accommodation booking form.

The What and Why of Cit-in

CCCNW began in 1964, CCCV in 1965. The first joint meeting of the two clubs took place at Adelong, NSW on Queen's birthday weekend in 1969 where it was resolved to meet annually at Easter. In the early years, meetings were held at Adelong or Forbes with CCC South Australia joining in for 1972 and CCC Queensland in 1973. In 1975 the term **Cit-in** was first used and in 1977 the first interstate rotation occurred with the event being held in Beaudesert, Queensland.

Recent **Cit-ins** have been in Launceston, Tasmania (2010), Busselton, Western Australia (2012), Griffith, NSW (2013) and now Rawson, Victoria in 2014, the forty-sixth in a well-established tradition.

We attend **Cit-ins** because we have a holiday; we explore more of our big, beautiful country; we drive our classic cars; we reunite with friends from previous **Cit-ins** or Raids; we meet friends we've made on Aussiefrogs and put faces to names; we admire each other's cars and talk endlessly in our strange language of spheres, knife-edges, height-correctors, Weaver plates and D-tray. Mostly, though, we simply enjoy having a lot of fun together. Come and see!

For further information:

Visit the **Cit-in** website at www.cit-in.org

E-mail us at info@cit-in.org

Or contact the organizing committee:

Dave Rogers (Chairman)	0422 229 484
Peter Dekker	0425 703 899
John Wycors	0423930999 or (03) 9787 6280
John Parsons	(03) 5977 6115



The Citroën Car Club of Victoria invites you, your family and friends to the 46th **Cit-in** of combined Australian Citroën clubs, Easter 2014 at Rawson Village, Victoria
18th to 21st April, 2014



Where is it?

Rawson is a small village located in the green Southern slopes of the Great Dividing Range about 2 hours East of Melbourne. The Gippsland region includes water catchment for Melbourne, snowfields, sheep, beef and dairy farms, power generation, many National Parks and other holiday destinations and a lot of history, particularly in gold mining.



You can access Rawson from the West via the free-ways of Melbourne or from the East via the NSW South Coast. More picturesque, but slower routes are across the mountains through Omeo or keeping to the East of Melbourne via Eildon. There are many alternatives.



What is there to see and do?



Walhalla and the goldfields railway

Nestled in the Thomson river valley, Walhalla is a beautifully preserved 19th Century gold town that is still producing gold. Go down an old gold mine where over 13 tons of gold were mined by hand from over 8km of tunnel. Visit the old post & telegraph building and the Chinese garden for an 1860s experience. Travel on the restored goldfields steam railway. See www.walhalla.org.au and walhallarail.com.au

Bushwalking & mountain biking

Rawson is surrounded by State Forest with endless walking trails, many starting in Rawson. Maps and details provided.

Fishing

Trout & Redfin abound in many local rivers and lakes. See www.visitatrobe.com

Gourmet touring

Visit small local wineries and food producers. The world's best cheesecake is made in nearby Erica but don't tell anyone!

Motor touring

Drive for the sheer beauty of the mountains, or visit places such as Mt Dax Bay, lakes Thomson and Glenmaggie or towns like Warragul and Traralgon. Further afield are the Gippsland lakes and the iconic Wilson's Promontory.

Fine arts.

Nearby Warragul Arts Centre maintains a full programme of music, theatre and dance. See www.wgac.org.au

The Cit-in Programme

Friday, 18th April

Registration and light evening meal—Rawson Village

Saturday, 19th April

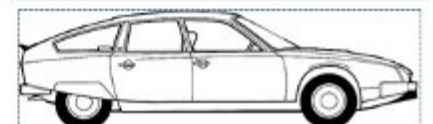
Breakfast—Rawson Village
Show & Shine—Rawson Oval
Lunch—Rawson Village
Local tours—off site
Motorkhana—off site nearby
Dinner & Quiz—Rawson Village

Sunday 20th April

Breakfast—Rawson Village
Easter Egg hunt—Rawson Village
Church services—off site
Lunch—Rawson Village
Observation run—off site (packed lunch)
Local Tours—off site (packed lunch)
Dinner with guest speaker & entertainment—Rawson Village

Monday 21st April

Breakfast—Rawson Village
Farewell



Peugeot, Citroen come under Chinese control

February 20, 2014 Chinese auto maker takes part control of Peugeot, Citroen.

AFP

Stricken French auto giant Peugeot Citroen handed part control to Chinese company Dongfeng and the French state on Wednesday, winning the cash-starved company a new lease of life.

The shareholder revamp ends the 200-year-old grip of the Peugeot family dynasty and raises at least 3.0 billion euros (\$4.6 billion) just as the company posted a colossal loss for last year.

The company, the biggest auto group in France with about 90,000 employees, desperately needs new capital to climb away from near disaster and develop new technology.

It has already been effectively rescued by the French state with guarantees of 7.0 billion euros (\$10.7 billion) for its credit arm. New financing arrangements revealed on Wednesday are intended to enable it to break free of this state support.

In the new arrangement, state-owned Dongfeng, the number two automaker in China, the French taxpayer, and the Peugeot family will now each own 14 per cent of Peugeot Citroen.

But Peugeot, now counting on the Chinese market to propel it to a leading position in Asia, also reported a net loss of 2.3 billion euros (\$3.51 billion), although that was less than half the figure of 5.0 billion euros (\$7.6 billion) in 2012.

The deals amount to a "major" strategic operation with the French state as a long-term partner, French Prime Minister Jean-Marc Ayrault said.

Finance Minister Pierre Moscovici said the restructuring was intended to ensure that the group survived and to open access to new markets "notably the Chinese market".

Peugeot had undertaken not to close any more factories in France where it would produce a million vehicles per year by 2016, would invest 1.5 billion euros (\$2.3 billion) and retain 75 percent of research in the country, he said.

Deals open 'a new page'

Thierry Peugeot, the outgoing chairman of the supervisory board who had fought the entry of Dongfeng, said the deals opened "a new page in the history of PSA Peugeot Citroen".

The new-look group, will in late March be headed by new chief executive Carlos Tavares, formerly number two at the second French automaker Renault.

The company will invest in developing its unique hybrid compressed-air technology and in strengthening its position in emerging markets as well as in Europe.

Annual results on Wednesday showed that Peugeot, the second-biggest European automaker after Volkswagen of Germany, staunchly the outflow of cash which was bleeding it towards a slow death.

In 2012 it had consumed 3.0 billion euros (\$4.6 billion) of cash, but reduced this last year to a still huge 426 million euros (\$650 million) and hoped to show net cash generation by 2016 at the latest, it said.

The deals offer the group a chance to break out of excessive dependence on the European market which nearly strangled it during the recent downturn.

Shares in the group jumped by 7.88 per cent initially, but then turned into negative territory falling 1.56 per cent to 12.31 euros in late trading.

The group, criticised by a government enquiry for missing opportunities of globalisation, declared that this new chapter would accelerate "its globalisation and emerging markets expansion strategy, while reinforcing its financial strength."

In the deal, the Peugeot family - which has controlled the firm since its founding in 1810 as a maker of coffee mills and bicycles - loses a 25 per cent stake and 38 per cent voting rights.

'It saves our bacon'

Current chief executive Philippe Varin said the group

would retain its 51.70 per cent control of French car parts maker Faurecia.

The final deal is expected to be signed at the end of next month during a visit by Chinese President Xi Jinping to Paris.

Dongfeng Motor Corp, founded in 1969 and whose name means "East Wind", sold 3.53 million vehicles in China in 2013, giving it a 16 per cent market share. It also has links to Renault.

At Peugeot's historic Sochaux plant in the eastern Franche-Comte region, workers welcomed the reorganisation but expressed fears the deal would eventually see their jobs relocated to China.

But "if it saves our bacon, that's a good thing," said Christian, 57, one of the factory's 11,500 workers.

CITROËN announces Australia's first six year warranty.

CITROËN Automobiles Australia is proud to announce an unmatched six-year warranty* for buyers of the all-new Grand C4 Picasso and all DS models.

From March 1, buyers of any Citroen DS model, and the new Grand C4 Picasso will be covered by the six-year unlimited kilometre warranty and six years roadside assist.

"Our customers have told us that warranty has the greatest influence on our brand. So, introducing a six year warranty and six year roadside assist was a logical step in showing our commitment to our customers and Australia" says CITROËN Australia National Marketing Manager, Manuel Tyras.

"We are the first brand in the country to offer this level of support to our customers. Our products are built to the highest quality using only the best materials. This is CITROËN saying "we back our products"

The warranty covers the all-new Grand C4 Picasso as well as the premium DS line – DS3, DS3 Cabrio, DS4 and DS5. No other brand offers coverage to this extent. Some carmakers have five year warranties. The industry norm remains three years. "The DS Line is the flagship of our brand so it was natural that we'd offer this on these models. We've added the new Grand C4 Picasso, being a family car.

US decision to put Aussie technology in more cars

'Talking' cars could arrive on roads as early as 2016 after the US gives its approval

The US Department of Transportation has approved the use of vehicle-to-vehicle communication technologies on public roads in America.

And Adelaide-based Cohda Wireless has supplied half the gear used for the trial on which the DoT's decision was based. Cohda has been trailblazing this new V2V technology, which is built around the idea of vehicles 'talking' to each other on the road, transmitting and receiving valuable data such as position, speed and direction. Built on existing wireless technologies, vehicles will be able to send this information up to ten times every second and alert drivers to any potential dangers around them.

This new technology could be very beneficial and have a large impact on all future cars, with Anthony Foxx, US Transportation Secretary, saying that "vehicle-to-vehicle technology represents the next generation of auto safety improvements, building on the life-saving achievements we've already seen with safety belts and airbags."

The widespread adoption of this technology is a huge boon for Cohda Wireless, and its CEO, Paul Gray, is understandably excited by the news. "The market will now switch from a 'trial' phase to a 'deployment' phase, a step change that enables Cohda to now engage earnestly with car makers to deploy Cohda products," Gray said.

With global companies such as networking giant Cisco Systems and automotive component manufacturer NXP Semiconductor investing in the Aussie company, Cohda Wireless is moving forward in leaps and bounds.

Gray expects this technology to hit the open roads very soon, "as early as 2016" he says, and "a mandate from the US government will see this rolled out to all new vehicles in a few short years after that."



The Geneva Motor Show hosts the new Citroen C4 Cactus 2014 - read the full specifications, price and release date

The [Citroen C4 Cactus](#) marks the dawn of a whole new era for the French brand. Rather than build yet another competitor for the [Volkswagen Golf](#), the company was determined to create a car that broke the mould, to address the needs of modern customers by taking radical steps both in its design and innovation.

The result of this ambitious project was the Cactus concept and now the brand has revealed the full production version at the [Geneva Motor Show](#). As you can see from the pictures the road car has hardly been watered down from the stunning concept we saw in Frankfurt.

It keeps the same floating roof, split front lights and rugged plastic panels from the show car. Buyers will



be able to choose between ten different exterior colours, with four hues for the ‘Airbump’ panels and three interior ‘themes’.

Cactus: template for future Citroen ‘C-line’ models

The Cactus is set to be a template for all the ‘C-line’ models in the future. The ‘DS’ sub-brand will continue, but cars from the standard range will all feature the same striking design, simplified interiors and clever technology as the Cactus.

At a special preview event held in Paris, designer Mark Lloyd told Auto Express: “People have moved on in the way that they use products, but the car industry is very traditional, and has not moved at the same pace of change as consumers.”

For the Cactus, that means offering C-segment styling and space with B-segment running costs. Thanks to clever packaging and extensive use of lightweight materials – like for the bonnet – the Cactus is a huge 200kgs lighter than a standard C4.

The newcomer shares the same 2.6m wheelbase as the C4, but it’s actually based on the smaller chassis that underpins the DS3. The roof rails and chunky body give it a big car look, but the Cactus is shorter than hatchbacks like the VW Golf.

With a 358-litre boot and decent rear legroom, it also boasts better practicality than [compact](#) crossovers like the Nissan Juke and Renault Captur - both of which Citroen sees as key rivals for the Cactus. To save weight the rear windows pop-out rather than winding down, and there is no split/fold action for the rear bench.

Citroen C4 Cactus: engines

In fact, the entry-level petrol tips the scales at just 965kgs – almost 300kgs less than rivals like the Nissan Juke and Fiat 500L and as a result the cleanest diesel model will emit just 82g/km while returning an amazing 91.1mpg.

Four engines will be available at the UK launch in October. The first are a pair of three-cylinder petrol engines, one turbocharged and naturally-aspirated, making 81bhp and 109bhp respectively. The diesel models both have a 1.6-litre capacity, and both meet the strict Euro 6 emissions regulations, with 91 and 99bhp each.

Citroen C4 Cactus: cabin

The Cactus is just as cutting-edge inside too, with a number of innovative touches that are designed to make it comfier and easier to live with than a normal hatch. Two digital displays have replaced the traditional dials and dash buttons, with a seven-inch touchscreen in the centre console controlling all major functions. The infotainment system features several apps including live traffic updates and [auto](#) versions get a set of three buttons instead of a conventional gear selector. This six-speed gearbox is an updated version of the ‘ETG’ semi-automatic gearbox.

Citroen says it has improved the throttle response and changing times of this gearbox, and also made it less susceptible to creeping in traffic and at low speed but manual versions are predicted to make up the majority of Cactus sales.



On higher spec models a full-length glass roof will be optionally available, which uses the same glass technology as high-end sunglasses to block UV radiation and control the temperature in the cabin and remove the need for a heavy blind. The passenger airbag has also been built into the roof, which means the dash can be mounted further down the cabin to provide a greater feeling of space inside.

Citroën is planning on giving people a new way to pay for their Cactus too. Buyers will be able to choose a monthly price plan similar to a mobile phone contract, with insurance, finance and other costs rolled into a single monthly payment or even choose to pay per mile covered – although at this stage they were not clear on the details of how this kind of scheme would work in the UK.

The Citroën Cactus concept

The Citroën Cactus concept, which was the star of the French firm's 2013 Frankfurt Motor Show stand, picks up where the 2007 C-Cactus concept left off. It introduces a new back-to-basics design philosophy for the French firm's non-DS, C-line models. And it directly previews a model called the C4 Cactus that has now been revealed.

This won't be a budget model, though, according to Citroën CEO Frederic Banzet: "We're not aiming for low cost, but the price will be competitive. We are trying to replicate what we did in our history."

The showroom-ready C4 Cactus will be an addition to the range, rather than replacing the current C4.

But the simplistic approach is expected to diffuse through all future C-line products, creating a much clearer line between them and the more elaborately designed and premium-feeling DS models. In turn that will leave a little more room for Peugeot to

establish itself in the mainstream gap this shake-up should help to create.

The Citroën Cactus concept design

With dimensions of 4.21m long, 1.75m wide and 1.53m tall, the Cactus concept is slightly shorter than a C4 and the same height as a DS3, but features a raised floor pan for a slimmer profile and a semi-crossover stance.

The original C-Cactus concept was a more conventional hatchback shape – this is a clear reaction to the booming demand for slightly raised and rugged family cars.

When the concept was unveiled at Frankfurt, Cactus designer Mark Lloyd told us: "We asked ourselves what was really important to customers. One theme that emerged was a need to reduce the stress and complexity of living with a car, our aim therefore was to simplify everything."

Evidence of Citroën's less-is-more mentality - something it's excelled with in the past with models like the 2CV - is everywhere on the Cactus concept.

There's barely a crease on the rounded bodywork, while the slim and simple headlights are lifted from the new C4 Picasso. Exterior flourishes are limited to a novel 'floating' C-pillar and roof rails that look like a pair of up-turned skis – both will be toned-down, but carried over for the production car.

Citroën are particularly proud of a new innovation called Airbump – the grey inserts you can see at the front, rear and sides of the car. Made of a durable material dotted with supple pockets of air, it's designed to protect the Cactus from small everyday dings and scrapes, while giving the car a distinctive look.

For the production car a choice of four Airbump colours will be offered and it seems durability test have been going well: "At one point we tried slinging a shopping trolley full of car batteries against the side of the car, and it was fine," Lloyd revealed.

The Citroën Cactus concept interior

The minimalist theme is even more pronounced on the inside, where the designers have created a serene and laid-back atmosphere.

"Comfort is at the heart of what Citroën is all about," Lloyd told us. "And that's not just physical

comfort, but mental comfort, too.” Two reclined bench seats, front and rear, create a more sociable setting, while all the usual clutter of buttons on the dashboard and centre console has been removed entirely.

In place of an instrument cluster is a seven-inch screen, while a second, central eight-inch screen controls all the climate and infotainment functions.

A full-length panoramic roof floods the interior with light, while unlike the concept, the production car will get B-pillars and windows. Soft tan leather and organic-feeling fabrics are used throughout the cabin, but you can expect less-expensive materials in the production car.



The Citroen Cactus concept engine

Under the skin is the first real application of PSA’s Hybrid Air powertrain. By combining conventional petrol engine and automatic gearbox with a hydraulic pump and motor powered by compressed air - rather than a battery – it returns fuel economy “in excess of 94mpg.”

Conventional petrol and diesel engines will power the production car initially, but Citroen hinted that the Cactus could be the first production car to get the technology in a few years time.

Simple ‘D’, ‘R’ and ‘N’ buttons, along with paddles behind the wheel, control the automatic gearbox - a manual option will also be offered on the production car.



3 Mar, 2014 5:04pm [Tom Phillips](#)

Citroen B14 of 1928

Restoration

Hello.

As requested by some forum members, this is some pictures of a car restoration project I work on with my father.

The car is an Citroën B14 of 1928, (no warbird connection at all, simply the same will to "restore an old thing").

The chassis is in steel, but all the other structure is in wood with external metal sheet cover.

The car has been in our family 40+ years: the uncle of my father owned it, and recently decided to sell it to my father.

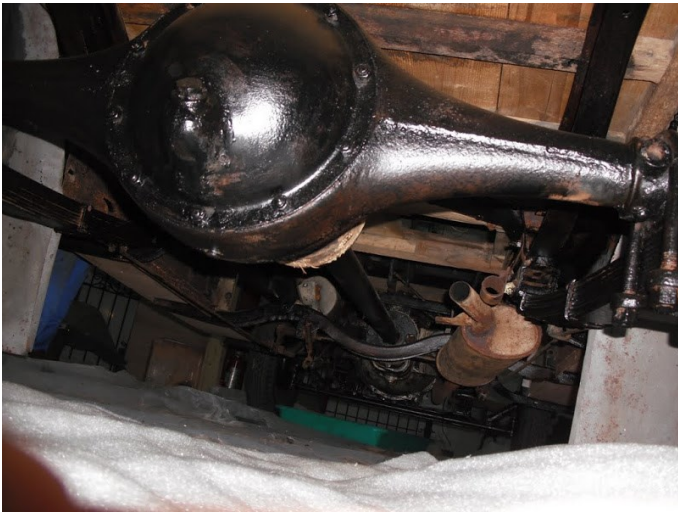
So we debut with a trip to Normandy to retrieve the car :



After starting dismantling, as expected we found the car is in good condition: a bit of corrosion on some areas, but nothing really bad:



One of the worst corrosion area: on the back "fenders" (correct word ?) : as they were slightly damaged, we found new ones built from scratch to replace them.



Under side : backward to front : the drive shaft.



One of the two "toolbox" compartments, as they are in the bottom of the car, they are very vulnerable; this one was hit by something during the 84 years of life of this car. The most complicated part (and visible when fitted on the car) was in good shape; all the bottom part was built from scratch.



The two tool boxes and the battery compartment, restored, painted and ready to be fitted:

April 2014



One of the doors after restoration.



The back door restoration (this car is one "utility car") with a loading area on the back and two seats in front.



Fuel tank stripped and ready to be painted: the fuel tank is just atop the engine: no fuel pump; gravity does the job.

The inside of the car : all the wood covering inside was replaced and the two seats needed to be built from scratch.



Lot of work ahead, no estimation of date of completion.

Location: Belgium

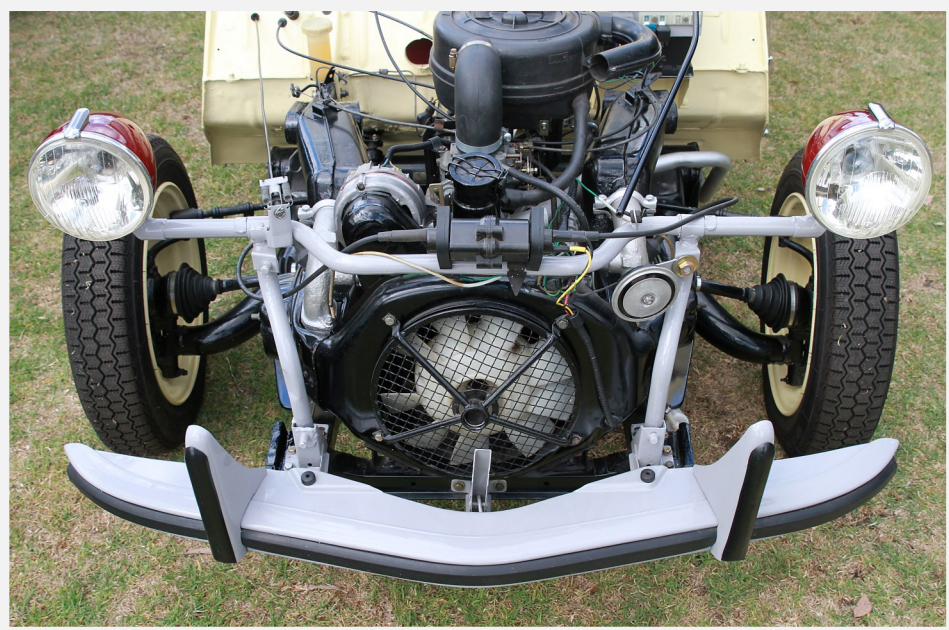
CITROEN CONCEPT March



Kay and Robert Belcourt won the Popular Choice Trophy



Adelino de Silva won the...



Three images in this section of John Parson's 2CV Restoration. The general consensus was; what great attention to detail.

OURS COMO PARK

16 2014



Best in Show



Andrew Smith won the Committee Choice Trophy



Urbee 2, the 3D-Printed Car That Will Drive Across the Country

It may look like a bean, but the hybrid car Urbee 2 can get hundreds of miles to the gallon—and it's made mostly via 3D printing. In two years, it could become the first such vehicle to drive across the United States



In early 1903, physician and car enthusiast Horatio Nelson Jackson accepted a \$50 bet that he could not cross the United States by car. Just a few weeks later, on May 23, he and mechanic Sewall

K. Crocker climbed into a 20-hp Winton in San Francisco and headed east. Accompanied by Bud, a pit bull they picked up along the way, the two men arrived in New York 63 days, 12 hours, and 800 gallons of fuel later, completing the nation's first cross-country drive.

About two years from now, Cody and Tyler Kor, now 20 and 22 years old, respectively, will drive coast-to-coast in the lozenge-shaped Urbee 2, a car made mostly by 3D printing. Like Jackson and Crocker, the young men will take a dog along for the ride—Cupid, their collie and blue heeler mix. Unlike Jackson and Crocker, they will spend just 10 gallons of fuel to complete the trip from New York to San Francisco. Then they will refuel, turn around, and follow the same west-to-east route taken by Jackson, Crocker, and Bud.

Cody and Tyler's father, Jim Kor, beams when he talks about the trip. "The Google time estimate is 44 hours, but it will take a bit longer, I'm sure," says Kor, president of Kor Ecologic and team leader of the Urbee 2 project. "You know, the dog has to pee and whatnot. And we



could have a breakdown. But it will be a swift and efficient trip".

Jim Kor described this ambitious endeavor at the Manufacturing the Future Summit on Wednesday. Stratays, a global additive-manufacturing company, hosted the event at its Eden Prairie, Minn., headquarters. PopMech joined a small group of journalists at the meeting, which featured presentations by many early adopters of 3D printing.

The terms additive manufacturing and 3D printing are synonymous. A computer-aided design (CAD) file is uploaded to a 3D printer, which reads the file and creates the object, using, for example, PolyJet or Fused Deposition Modeling (FDM) systems. A PolyJet machine uses liquid resins to build an object one microscopic layer at a time, following the CAD file's code, and then cures the material with UV lights. FDM is a similar process, but it uses molten polymers. Printers can be as small as a microwave oven (such as MakerBot's desktop models) or as large as a minivan. The biggest Stratays model, the Fortus 900mc, is more than 9 feet long and 6 feet tall and weighs about 6600 pounds. It can print objects up to 36 by 24 inches.

Stratays, which went into business in 1994, is growing fast. In August, it acquired MakerBot, the Brooklyn-based leader in desktop 3D printing, for a reported \$604 million. It has 1600 employees worldwide, with offices in Israel, Asia, South America, and Europe. Its production arm, RedEye, has factories in Belgium, Turkey, and Australia, and at two other U.S. locations besides Eden Prairie. At Wednesday's press event, RedEye vice president Jim Bartel announced that the company would build production facilities in Shanghai in 2014.

Stratays has clients who testified at the summit about using its technology to make prototyping and producing their wares faster and cheaper. But Jim Kor was the star of the show. He was fidgety when he started his presentation, "Sustainable Cars and the Future of Manufacturing," in front of about 25 people in a ground-floor conference room. "I'm an introvert," he said, nervously stroking his salt-and-pepper beard. "Actually, it's worse than that—I'm a hermit".



Kor got over his dislike of public speaking, and during his talk and in subsequent interviews with PopMech, he described the years-long development of the first Urbee car and the grand plan for Urbee 2's cross-country odyssey.

The aha moment came over lunch one day in 1996, at the Sunstone Cafe in Winnipeg, Manitoba, where Kor lives and works. He and a team of seven other designers and engineers had just finished making and testing the Solos personal rapid transit vehicle (also known as a podcar), which ran on rails. It was an efficient design, propelled by a small electric motor and human power, but a rail system would have to be created to support its use. "We should take a version of that vehicle and put it on the road, because the roads are already there," one of Kor's colleagues said.

Kor was intrigued by the idea, and began sketching on a paper napkin. "It was a side view of a car that looked like a more aerodynamic Smart car, a two-seater," he says. Within days, conceptualization and design work began on a vehicle intended for urban use, powered by electric motors and a small, ethanol-fueled combustion engine. Those key words—urban, electric, ethanol—gave the Urbee its name, and Kor Ecologic spent more than a decade refining the design.

The primary challenge was aerodynamics. In his presentation at Stratasy, Kor mentioned how a sprinting cheetah flattens its ears onto the top of its head and a falcon speeds through the air with its feet held flush with its body. "Nature is my inspiration," he said.

By the fall of 2008, Kor and his team had a full computer model and a partial physical model of a hybrid that would get about 300 mpg. The process was smooth—Kor has worked with the same group of designers and engineers for decades—but not without some disagreement. "There were two of us that knew the aerodynamics really well,

and two industrial designers," Kor recalls. "The industrial designers kept saying, 'It can't look like a jellybean.' But I was adamant that the design must be efficient first, and then we would design for the look. Most cars are done the other way around—they start with how they want the car to look, and then they try to find ways to make it efficient."

Kor's team modeled the Urbee's exterior in clay at 60 percent scale. The Urbee's aerodynamics were impressive, with a coefficient of drag (Cd) of about 0.149. (By comparison, a Prius has a Cd of about 0.25.) But while creating the CAD file of the exterior was a major step, it was still too early to celebrate. "We had everything in the computer but no way out," Kor says.

Regardless, he felt so confident that the car would be built that he decided to enter the Automotive X Prize (AXP), plunking down \$10,000 and registering ahead of the February 2009 filing deadline. But building the working prototype proved more difficult than Kor and his team expected. Making the body from fiberglass molding, it turned



Jim Kor

out, would have required creating a full-scale model of the exterior, creating the molds, laying in the fiberglass, extracting the fiberglass, and then fitting the pieces together. The process would have taken up to 10 months, at least, and the parts would need a lot of tweaking to perfect the fit. Kor would end up dropping out of the X Prize competition.

But in mid-2010, Kor received an email from one of his industrial designers, Terry Halajko. The message contained a link to the Stratasy site. "Look at the size of the parts they can make!" Halajko wrote.

Kor contacted Stratasys, and talked with engineers at Red-Eye about the 3D printing process. It started with a 1/6th-scale model. Working via CAD, Kor's team sliced up the exterior—the body and glass panels—into 20 pieces, each of a size that the Stratasys printers could produce. The scale model was a success, so production on the full-size parts began.

"The body was printed from basic white ABS [acrylonitrile butadiene styrene]," Kor says. "We were cautious about the thickness—we didn't want the first body to be too weak—and made it thicker than we originally felt necessary. It was 1/4-inch thick all around. In certain places, we added a simple crisscross egg-crate structure to the inside to stiffen the panels further. So, the first body was just a skin with some basic internal bracing added."

While Kor was disappointed to have had to withdraw from the Automotive X Prize competition, he says that it gave the Urbee an unexpected boost. Before the AXP, the idea of a mass-produced electric car was "somewhat beyond the public imagination." Kor says that when he started designing and building the Urbee, a team member mentioned—while in the locker room, dressing for a soccer game—that he was working on an electric car. "The room fell silent," Kor says. "No one was really thinking about electric cars at the time. But I felt a change in attitude after the X Prize."



Urbee made its first big public appearance at the SEMA Show, in Las Vegas, in November 2010. The car drew high praise—and some snark. The [headline on Autoblog Green](#) read, "SEMA 2010: Urbee concept has just one word for us: 'Plastics.'" But Kor was ecstatic. "On our way back from SEMA in Vegas ... WOW!!!" he wrote in a Nov. 8, 2010, Facebook post.

Plans to build Urbee 2 started immediately after the show. A three-wheeled car steered by the single rear wheel,

Urbee 2 will weigh about 1200 pounds and be capable of about 70 mph, Kor says. A single-cylinder 7-hp engine, using either diesel or ethanol and networked batteries driving two electric motors that produce the equivalent of 16 hp at peak output, will power it. The chassis and framing will consist of chrome-moly steel tubing, making the car strong enough to meet—or even exceed—road-worthy safety standards. "We are basing the structure on racing cars, like you find in NASCAR or drag racing," Kor says.

And, of course, Urbee 2 will have the same calling card as its predecessor: "With Urbee 2, more than 50 percent of the car will be 3D printed," Kor says. "Everything you typically see and touch on the car, as you drive the car, will be 3D printed."

Kor, who must raise \$3 million to make Urbee 2, says he hopes to see it in production soon after the cross-country trip. Depending on how many of the cars are produced yearly, Kor says, the sticker price could be anywhere between \$16,000 and \$50,000. It is meant to be a practical, accessible car. But what's equally or perhaps even more important to Kor is that Urbee 2 will have a minimal environmental impact—thanks, in large part, to 3D printing. Compared to a traditional auto plant, the Urbee production facilities would be inexpensive to build and run, largely because the 50 parts comprising the body could be made on-site by 3D printers.

"3D printing makes Urbee more sustainable," Kor says. "That is the promise of this emerging and potentially disruptive technology. Additive manufacturing—specifically, using 3D printing to make end-use parts—will allow us to design better than ever, especially regarding biomimicry and sustainability. And designing for sustainability can arguably be stated to be humanity's biggest and most important challenge of the coming century. It's something we absolutely need to get right."

It's easy to be skeptical of such a radical vehicle, though less of a stretch since the introduction of the Tesla and other electric models, as well as highly efficient hybrids. But Kor chose the cross-country rollout deliberately. After all, more than a century ago, the person who bet against Horatio Nelson Jackson lost his \$50.

By Joe Bargmann

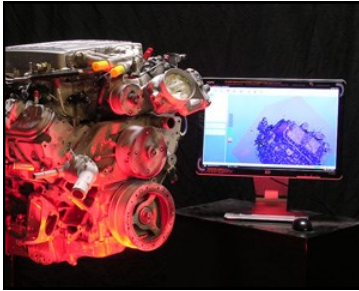
Popular Mechanics

Vivez
L'esprit
Citroën



3D Printing Can Now Re-create an Entire Classic Car

The emergence of 3D printing allowed those who could afford such a machine the power to craft custom replacement parts for car. Now that printers are growing cheaper and more sophisticated—and can handle materials such as metal—the possibilities are limitless.



Maybe you watched one of those *Star Trek* episodes in which the replicator produces a piping-hot cup of Earl Grey tea out of thin air and thought, I could

devise far better uses for that thing—like creating an entire 1964 Ferrari 250 GTO SWB. That capability is a lot closer to reality than the show's faster-than-light travel. Thanks to the rapid advancement of 3D printing tech, crafting new car parts through additive manufacturing is becoming routine, and companies are even starting to consider 3D printing complete re-creations of classic cars.

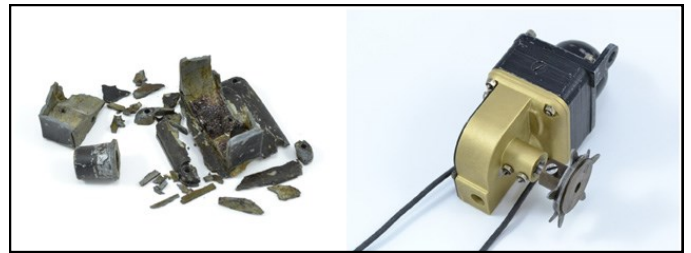
In 2009, when uberenthusiast Jay Leno [wrote in PopMech](#) about using a 3D printer to replace rusted old parts, this trend was just getting off the ground. Today GM uses 3D printing to quickly build and test prototype parts [for even mass-market cars like the Malibu](#). And now shops can scan entire irreplaceable cars for reference and use that information to print identical replacement parts in case of catastrophe. This ability means that they could also choose to print *all* the parts to create an exact clone of a priceless gem. In some cases they can print complete functioning assemblies, provided the printer can handle all of the materials used in the part.

"We have had customers who basically have what would be considered a priceless vehicle," says David Kettner of Fused Innovation, the 3D printing subsidiary of famed classic restoration shop Motion Products Inc., in Neenah, Wis. "We can laser scan their entire vehicle as an insurance policy in case of damage."

And if the car is crashed subsequently? "We can bring it back to its original construction," said Kettner. "We've had to do it already."

Yes, a shop like Kettner's could build an accurate GTO replica today without 3D printing tech. But it would be a modern car, given away by the condition of the sheet metal and the perfection of the castings. It would be like a GTO—it wouldn't *be* a GTO.

A scanned car reproduced by 3D printing techniques, on the other hand, would reproduce all of the original's idiosyncrasies and imperfections. "We can re-create the actual component with all the flaws that were built into it the first time," Kettner says.



A shattered Rolls-Royce privacy curtain motor housing (left), and a replacement made with a 3D-printed replica (right).

Piece by Piece.

A common example is the plastic windshield-washer fluid bottle found on priceless classics like the aforementioned Ferrari GTO. The bottles were made without much thought, given that cheap plastic gets brittle with age and exposure to heat until it collapses in a pile of dust. Before that happens, Kettner can scan the bottle and reproduce an exact duplicate from a better, modern plastic using one of Fused Innovation's four different 3D printers.

Sure, any container of similar volume would work, and for most restorations providing water to the washer nozzles is all that matters. But for special cars the replacement must be exactly the same, and 3D printing permits that.

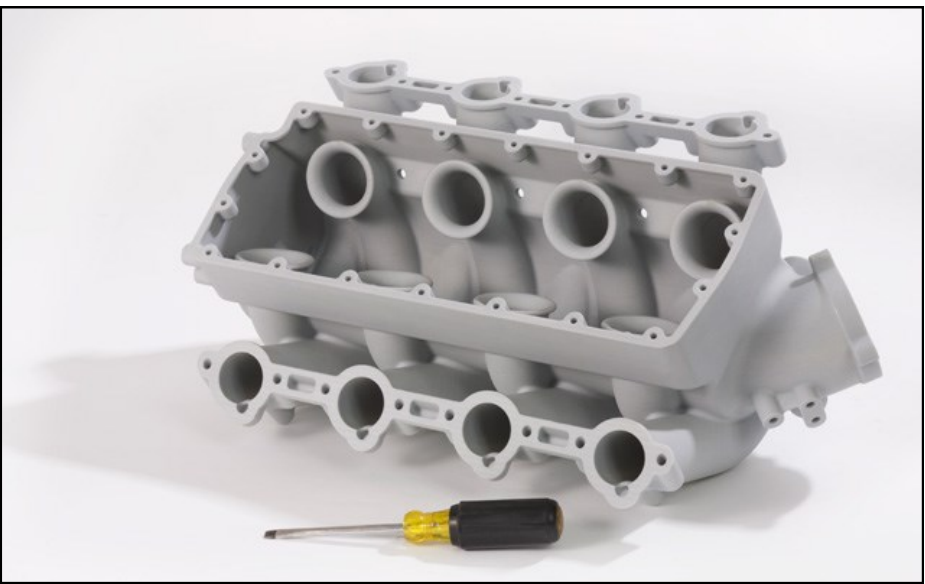
It is such plastic parts that have given restorers headaches as they contemplated the shift from brass-era cars circa World War I to cars containing plastic starting in the 1930s. "The fear has always been as soon as we get into these plastic cars, it is going to become completely impossible because of the cost of making molds," says Garrick Green, associate professor of automotive technology at McPherson College, a school that trains students to work for top restoration shops.

The 3D printers aren't limited to creating plastic parts, either. Some machines can now build metal parts, which will be a boon to the auto restoration industry. Furthermore, the machines that can produce only plastic ones can be used to craft plastic models that will help to create the molds for metal parts.

Green cites the DeSoto grille that is a popular hot-rod modification for 1950s Mercurys as a place where the new tech will come in handy. The grille's teeth are die-cast zinc parts that deteriorate over time. Worse, none of the nine teeth are identical. By scanning the teeth individually, a shop can precisely re-create each of them.

Fused Innovation has four 3D rapid prototyping machines: a 3D Systems stereolithography machine; a Z Corp fused-powder machine for making casting molds; an Objet polyjet machine that uses inkjet-printer technology to make solid parts; and an Optimax machine originally designed for creating lenses that the shop repurposed for making solid metal components. With this battery of machines, Fused Innovation is able to re-create nearly anything.

Don't expect all garages to start looking like this, though, Kettner says. Few cars demand such perfection, leaving plenty of work for traditional shops that can't afford the capital expenditure of buying fancy machines. When those shops encounter the need to have a part 3D printed, they could use scanning and CAD tools themselves to create computer models of the needed part.



Recently, Kettner had a more complex challenge with a shattered cast housing for a privacy-curtain motor drive in a classic Rolls-Royce. His team reassembled the part from the pieces, gluing them together so they could be scanned. Then irregularities in the scan were manually cleaned up, resulting in a perfect CAD model of the original cast housing. From this, the 3D printer was able to create a wax form for investment casting of a new part that was a perfect replacement.

For exotic cars, even mundane parts like rubber boots on wiring connections are candidates for 3D re-creation. When originality is crucial, Fused Innovation can make an exact duplicate for about \$1200. "Would you make a \$1200 rubber boot for a '73 Nova?" Kettner says. Probably not. "For a multimillion-dollar Ferrari, you just do it." And that \$1200 might even be a bargain compared with the cost of finding an original—an original that would be as fragile as the one it's replacing.

Green says that's why he has been studying Fused Innovation's techniques: so McPherson College can start teaching the CAD classes needed for capturing and correcting images of old parts. Then a shop

could send out the CAD model to service shops that have 3D printers, and pay them to print the occasional part.

There's a lot more to come as shops where the public can print 3D models spread around the nation. Congressman Bill Foster of Illinois recently introduced a bill proposing the creation of a nationwide network of such labs, one in every congressional district, where people will have access to 3D printing technology for their own projects.

"It's very empowering for a young person to actually build something," Foster told [The Boston Globe](#). "Kids no longer take apart automobile engines. You can't realistically take apart an iPod, like you could a radio. This is giving kids the opportunity for innovation."

That goes for kids and expert car restorers both: For that 3D printer to produce a Ferrari, you're going to have to provide the model for the parts. So get coding and hacking.

Popular Mechanics



1979 2500D Citroen CX 5 speed manual, (based on a Pallas 2400)

(04/14)

Price: \$7,500 **Odometer:** 66,592 kms **Registration:** No **VIN:** 05MJ7492 **Roadworthy certificate:** No
Exterior colour: Bronze: **Interior colour:** Tan: **Year:** 1979 Normally aspirated **Badge:** Pallas: **Transmission** 5 speed manual: **Body** Sedan: **Engine** 4 cylinder Diesel

This CX 2500 D has had a lot of restoration work completed and kilometres driven since this work are less than 20,000 km, and nearly all on the highway. The actual kilometres registered are 66,592 (The CX odometer only goes to 100,000 km). Restoration work: The 2.5 litre diesel engine and 5 speed transmission were overhauled and restored and fitted into a 1979 CX 2400 Pallas. The steering rack was removed and refurbished, the front and rear suspension was totally refurbished, and all spheres re-gassed or renewed. New front brake discs were fitted, and all new brake pads fitted. Tyres are 80%. The body has been carefully repaired and totally re-sprayed, and the paintwork is in very good condition. It has tan leather interior is in reasonable condition with only deterioration due to age. The car starts and runs very nicely. The Michelin tyres are 50% on the front tyres and 80% on the rear. This CX has had much time, meticulous work and money expended by the previous owner (based in W.A.) to get it to this point and whoever becomes the owner will be the beneficiary of this, beyond the asking price. The engine runs smoothly and pulls well, and is very economical (around 6.7 lt/100 km; 42 mpg), and the car rides as smoothly as a CX should. It has been garaged all the time I have owned it, and is now up on blocks but started occasionally. I have two of this model so one is surplus to my requirements. The car is garaged in Holbrook, NSW.

Please call Shane [Phone: 0403090930] or Peter (after March 15)[0402412050]

2003 Citroen C3 Panoramique

(04/14)

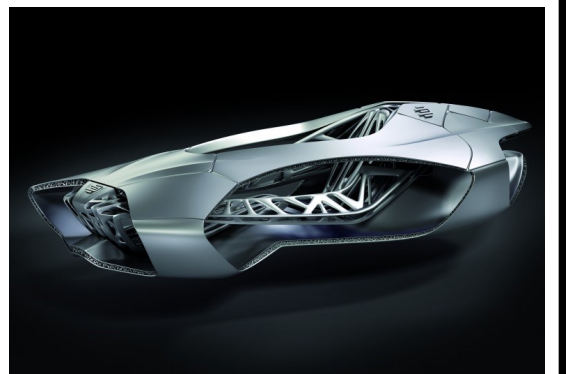
The build year is actually 2002 but originally sold in 2003 with the newly introduced Panoramique specifications. The C3 has had just one previous owner. I have owned it since 35,000 km. It has been regularly serviced by a French mechanic and the service history is provided. It is a 1.4L 5-speed manual with 147,100 km on the odometer. The car is in very good order, is very economical to run and easy to park. There is no panel damage just a few superficial scratches and marks. The air conditioning, electric sunroof and central locking are all in working order. The interior is unmarked. The car has always been garaged. I have been a member of the Citroen Car Club of Victoria for 15 years. Registration is RZD-990 and has been paid to Dec 2014. A roadworthy certificate will be provided. If you are interested come for a test drive, I would be pleased to show you the car. Just give me a call to arrange a suitable time. The C3 can be viewed in Rosebud. **The asking price of \$4,400 is negotiable.** Contact Bernadette 0400042134 or 0359868933.



3D Printed and Driverless Cars on Show in Geneva

Associated Press Videos March 7, 2014.

Concept cars that look like they belong in space and futuristic driverless vehicles are on show in Geneva. The bold, new and mind warping designs are aimed at giving us a glimpse at what might be on the roads in the future. (March 6)



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1979 Citroen CX C-Matic Pallas

12/13

Complete car but has some broken windows. Restorer or parts. Price negotiable.
Car is in Wodonga area. Eng number 05MJ6415. Price negotiable. Some old DS bits also available.

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1962 ID19

2/14

Good original Heidelberg car, genuine 2 owner, known history. Everyday drive until 2002. Always garaged. Lido Blue/Off White ('90s re-spray). Reliable, runs well. Suspension good. Reg. to Nov. '14. No RWC. Little to do. Needs headlining. On 15" Michelin XZX. Includes 165 x 400 rims & Michelin X tyres. Stainless steel exhaust system. For Sale with personal plates 'ID1962'. Includes all Citroen memorabilia, ie, videos, books, few spares, etc. Regretful sale - moving - no space. \$9700. John.

Mortlake, Vic. Registration # ID 1962 Vin No: 19621558



1984 CX 2500 Auto

3/14

It is silver in colour and has one small rust spot on corner of back LH door.

It has series 2 bumpers, It drives well and speedometer reading is 133000

Work done by Paris Motors: Drive shaft boots, New starter motor. Work done by Heka: Replace front suspension cylinder boots, regas spheres and new top engine mount. Extra's include spare water pump, starter motor, alternator and head lights for series 2 car. There is a car cover and there are two genuine factory manuals. Rego is WA and through to June 14. Reg No. is XCX 084 Vin no. is VF7MANG0000NG
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4/14

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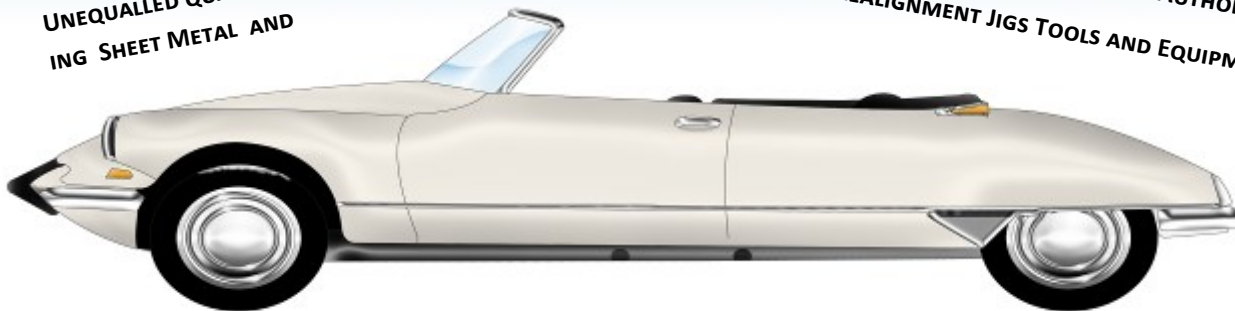


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