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THE **CCCV** **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.
Internet www.citcarclubvic.org.au

February 2015



It's summer time!

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CITROËN CAR CLUB OF VICTORIA Inc.

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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

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

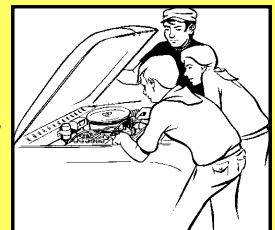
Club Permit Scheme

Peter Dekker and Ferd Saliba (refer above) are currently the only Secretaries authorised to sign CPS Applications/Renewals. Their signatures are recorded on the VicRoads database. Anyone else's signature (ie Club Secretary) risks rejection of your Application/Renewal. As club plate holders, each of you have certain responsibilities. These are spelt out in the CPS Handbook (current edition June 2011) which is available from the Association of Motoring Clubs Inc (AOMC - 1/3 Edgecombe Court Moorabbin 3189 phone 3 9555 0133) for \$6 including postage. There have been some amendments and additions (19 November 2013) since this Handbook was published. These can be downloaded from the AOMC website (<http://www.aomc.asn.au/>) and added to your handbook. Please note: The Handbook will be updated in 2014 following the introduction of VicRoads VSI 33. We will advise you when this becomes law.

VicRoads Customer Service Centres have capped to a maximum of two, the number of Club Permit applications per customer that may be processed across the counter at any one time. If more than two are contemplated, they can be left at the CSC to be processed with collection/payment to be made subsequently. Alternatively, an appointment can be made.

FEBRUARY 4th Club Night: Modern Cit DIY Forum

For our February meeting we will have a question and answer forum and technical tips for DIY servicing of post 2000 Citroens. Come along and hear what our tech savvy team Graeme McDonald, John Wyers and Leigh Snell have to say. Bring along your own anecdotes to share.





I know a man who is an engineer but who does not lay a spanner on his two immaculate classic Jaguars. His pleasure is in owning and driving his cars, with the servicing and repairs all done by a trusted mechanic. I would call him a collector.

A second category of classic car enthusiast is represented by the friend who has stripped his car to pieces and then farmed out the detailed work of restoration to specialists such as panel beater, spray painter, engine reconitioner, transmission specialist, upholsterer, auto electrician and so on. He also reassembled and completed the restoration. He is what I would call a project manager, whose pleasure is in the research, the hands on work and the pleasure inherent in saying "I did the restoration".

For a few of us, however, the pleasure is in learning and applying the skills of the panel refinisher, painter, engine builder and electrician. I know of one enthusiast who even completed a motor trimming apprenticeship so he could do it ALL himself. I call us, perhaps too generously, the artisans. For my part, I did the hobby panel-beating, spray painting and Mig welding courses at Dandenong TAFE (which I would highly recommend) and learned the rest by making mistakes. Eloise, the plums and custard 2CV, is the first full fruit of my learning and the second 2CV project is already under way.

But Joe Portelli at Paris Motors services our C5. I, like my friend the collector, don't lay a spanner on it. Part of the reason for this is an agreement with Helen that this would happen with our newest daily driver car for 40 years. We both carry the scars of driving old bombs during the child-rearing years and spending cold and late nights under the carport convincing them to go again so I could get to work

the next day. No, routine servicing for Joe, artisan restoration pleasure for me. Well, backyard blacksmithing, anyway.

The other reason for leaving the C5 alone is the design of more modern cars. The cars favoured by classic car enthusiasts seems to have found their own natural chronological end at about the end of the seventies. This co-incides with the end of the carburettor and distributor and the rise of automotive electronics which has in turn led to the idea of the car as automotive white goods. Put simply, you can disembowel and repair a carburetor but you can't interrogate or repair an efi computer. The introduction of electric steering, airbags, ABS brakes and multiplex wiring has exacerbated the trend.

But wait! The cause of maintaining the current generation of cars is not altogether lost for the DIY owner. You CAN plumb the depths of efi systems and detect and cure faults, as I triumphantly discovered with my CX last year; you CAN interrogate the current generation of cars with readily available software and reset recalcitrant error messages; you CAN be the master of your computer-managed car.

To do that, you need to come to our February club meeting. We are blessed with some members who are not only trained in this very specialized engineering field, but experienced, articulate and helpful as well. So there will be a seminar on servicing modern Citroens, led by Graeme McDonald, Leigh Snell and John Wyers. I hope you can be there.

John Parsons. President CCCV

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.

FRONT COVER

It's Summer.

Let's go driving in our Citroens!

The Newsletter proudly printed by AVLON PRINTING

1A Viking Crt. Cheltenham North, Victoria 3192



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 supplied by email sent you.

Club password for the month: At a past 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 (Subject to committee approval).

CCCV welcomes the following new members to our family: Leigh Snell, Sue O'Brien, Moisy and David Wells; Elliot Beniada and Marcel Noest. 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 per l.

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

Events Calendar		2015	Draft Activities Program	2015
Feb	4	Club Night. Modern Citroen DIY Forum		
	20-22	Venus Bay weekend		Mar 31-3Apr
	22	RACV Classic Showcase		
		British, European & Japanese cars. <input type="checkbox"/>		
27-2Mar		Dennes 4 day Safari - <u>see Jan. Newsletter.</u>		
Mar	4	Club Night - 3D French Car Festival & more.		Mar 31-3Apr
	8	Vintage Yarra Glen S/Meet <input type="checkbox"/>		
		Run TBA		
	26-29	Australian Motoring Festival (Mel Show Grounds)		
		see page 5, 13 & 20 this issue. <input type="checkbox"/>		
<u>Register your car now for the Auction if you wish to sell.</u>				
Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] from 10.30am				
Denotes a Non CCV sponsored event. <input type="checkbox"/>				
				see details in Nov. Newsletter. <input type="checkbox"/>
			Apr	1 Club Night ?
				3-6 Citin—Barossa Valley SA.
			May	6 Club Night - Importing cars.
				24 Run to Beeac— north of Colac
			Jun	3 Club Night 50th Anniversary CCCV
				21 Run—Blackwood
			Jul	1 Club Night - French Style
			Aug	5 Club Night
				TBA Technical Day Garth Campbell
				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

Feb 20-22

Camping Weekend



Venus Bay camping weekend at Don and Dee's holiday retreat at Venus Bay

Come along on Friday afternoon or evening 22nd Feb. so that you can set up for the Saturday and Sunday, or just come for one day. If you prefer you can book into the Venus Bay caravan park which has some cabins. It is only 10 minutes away. Phone : 9807 8999 You will have a relaxing weekend where you can do as much or as little as you please. There are beautiful beaches, both surf and inlet to explore. Golf, croquet, boules and bowls to be played or just sit and chat. Bring along food and refreshments to share. Possible Pottery Run.

Full Details: Check December 2014 Issue.

Mar 4

Club Night



The Journal of the Victorian 3-D Society Inc February 2007



The Rietschel Kosmo-Clack Stereo Camera

Tony Bignell presents:-

3D Projection Images

taken of the last French Car Festival and more.

Be enthralled!

MARCH Run TBA.

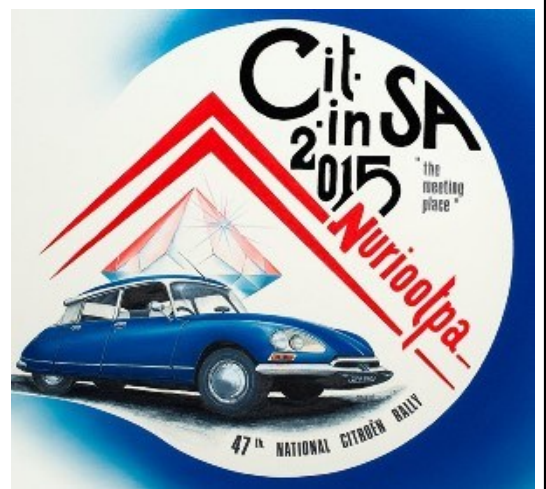
April 3 - 6

The 47th Australian National Rally will be held in Nuriootpa, Barossa Valley and will be hosted by Club Citroën of South Australia Inc over the Easter weekend from Friday 3rd April to Monday 6th April 2015.

The website is now up and running with the link here at:

<http://cit-in.org/>

You can download the Registration form on line!



MEMBERS NOTE:

New details of the **CLUB PERMIT SCHEME** will be posted in the members section of the club website shortly.

RACV *Classic* Showcase

Open to all vehicles manufactured in Britain, Europe and Japan

Incorporating

- The MG Club (Vic) Annual Concours
- The Mercedes Benz Club State Concours



Proudly Presented by
THE ASSOCIATION OF MOTORING CLUBS
175 EDGECOMBE COURT MOORABBIN VIC 3189
03 9890 0524

Display Cars: \$15.00
See your club for discount admission
Spectators \$5.00 Car club members \$8.00 Non-members

Sunday 22nd February 2015

Mornington Racecourse, Racecourse Road, Mornington

Music, Kids Entertainment, Trophies, Vendor Catering Available

Gates Open for Display Cars at 9:00 am & Spectators at 10:00am

Club displays encouraged, for more details & site plans contact: 03 9890 0524 or visit www.aomc.asn.au

POSITION VACANT

Regular manager of CCCV Club shop required.

Requirements: to set up and attend most club nights and major events such as the French Car Festival and Concours d'Elegance etc.

To keep an interesting list of products to sell and maintain accurate financial records.

This could be your opening to actively contribute to the Club's finances and club wellbeing.

**CONTACT THE PRESIDENT
APPLY NOW!**

=====

MONTH

MAY

EVENT NAME

RUN TO BEEAC

WHEN:

Sunday 24 May 2015

TIME:

9.00am

FROM:

Car park opposite Queens Park, Moonee Ponds.

TO:

Beeac Hotel

COST:

All food and refreshments other than tea and coffee are at your expense.

BOOKING:

Essential

RSVP Monday 18 May 2015

CONTACT:

Max Lewis president@citroenclassic.org.au

03 9372 0921 / 0458 993 771

I/Max will issue a route map for you to follow as we leave Moonee Ponds. It is a reasonably simple set of map references BUT if you find you are heading up a wrong alley or a gum tree so to speak and in a bit of a flap.....do not worry, just make your way to Inverleigh. We aim to be there about 11am. We will later be met by the Beeac Hotel mine host....Ean McDowell who will then take us on a tour to a highpoint in the area.....an extinct volcano if I am not mistaken. Lunch to follow at the Hotel where you will be pleasantly surprised at the great country cuisine at a very modest price. Later when you feel like a stretch of legs, Ean will escort you on a tour of his car collection.....a unique one I might add. Something I would seriously suggest not to miss as this is still a private collection and is not open to the public.

“NOTICE TO ALL MEMBERS”

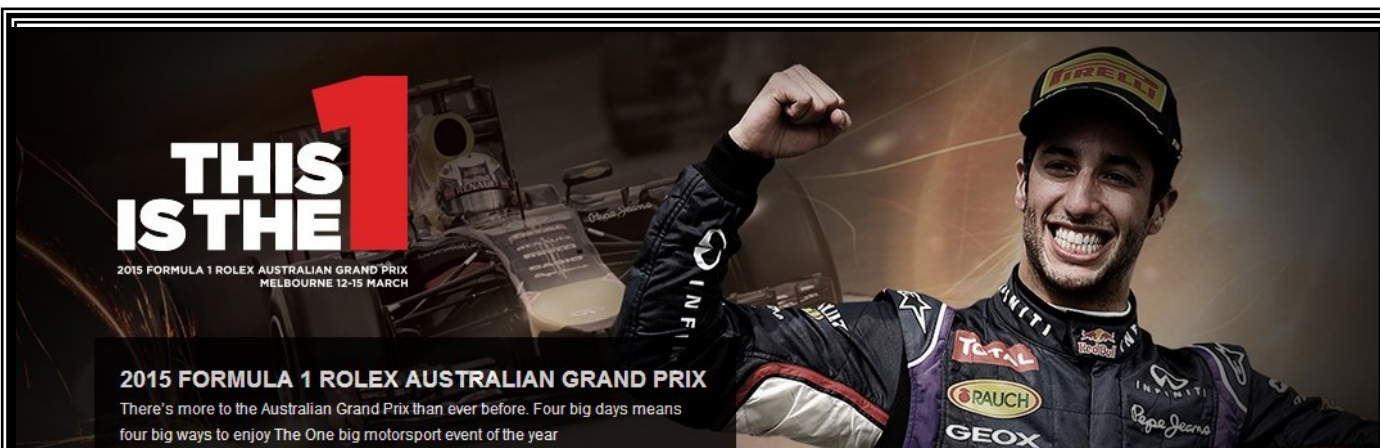
To ensure continued receipt of Newsletters and any Online notices relating to your Renewals of Subs for 2015-2016 it is very important that you update your email address and contact details through the Club Website. www.citcarclubvic.org.au (Citroen Car Club of Vic, Inc. Homepage)

If you have mislaid or forgotten your login details or password feel free to call the Membership Secretary (John Wyers) on 03 9787 6280 or 0423 930 999 and he can reset passwords for you.

If the renewal notices are not actioned by you within 2 months, it will be assumed that you do not wish to continue your membership for some reason.

We would not want that!

We understand how difficult it is to remember all this, but we are trying to reduce the admin costs and time for your Club volunteers and at the same time keeping in contact with the members of a great club.”



THIS IS THE 1
2015 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX
MELBOURNE 12-15 MARCH

2015 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX
There's more to the Australian Grand Prix than ever before. Four big days means four big ways to enjoy The One big motorsport event of the year

2015 Formula 1 Club Display

CCCV have been invited by the F1 organisers to display some cars in the club display section. This is a good opportunity to promote our club and marque in front of a large audience, and for our members to see the Grand Prix and associated displays.

Cars will need to be at Albert Park on Wednesday afternoon and be collected on Sunday afternoon 15th March.

Display area is outdoors and security is provided during the event.

ALBERT PARK
12-15 MARCH 2015

EVENT COUNTDOWN



To display your car you will need to contact:
Peter Dekker ASAP on
0425703899 or email
petermelbs@yahoo.com

XM heater flap servo

Problems with the servo motor unit that moves the heater flap seems to be quite common on (older) XM's.

The heater flap servo is located on the left side of the central heater box high-up under (in) the dash. In order to be able to remove the servo from the car, the panel under the steering has to be removed first (see Fig. 1). One also has to remove the carpet covered panel in the foot well that cover the left side of the central console.



Fig. 1 : Panel under the steering wheel and carpet covered panel removed

When the panels have been removed the flap motor servo unit is visible under the dash. Unfortunately the front screw that mounts the servo to the heater box can not be accessed because of the of large white connector (See Fig. 2 and 3). The rear screw is not visible at all, here a very short screwdriver is needed because of the limited space

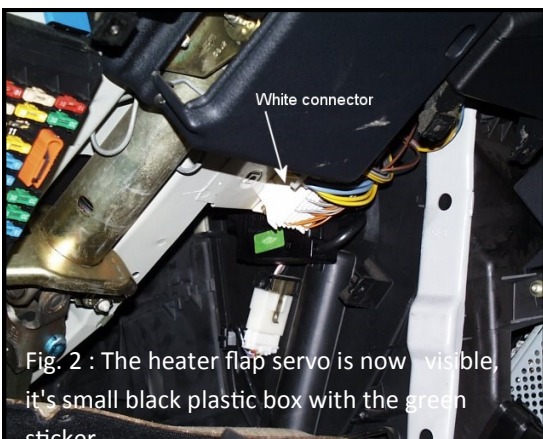


Fig. 2 : The heater flap servo is now visible, it's small black plastic box with the green sticker

The white connector has to be removed in order to be able to access the front screw. The connector is bolted to the frame with two bolts, removing is easy.

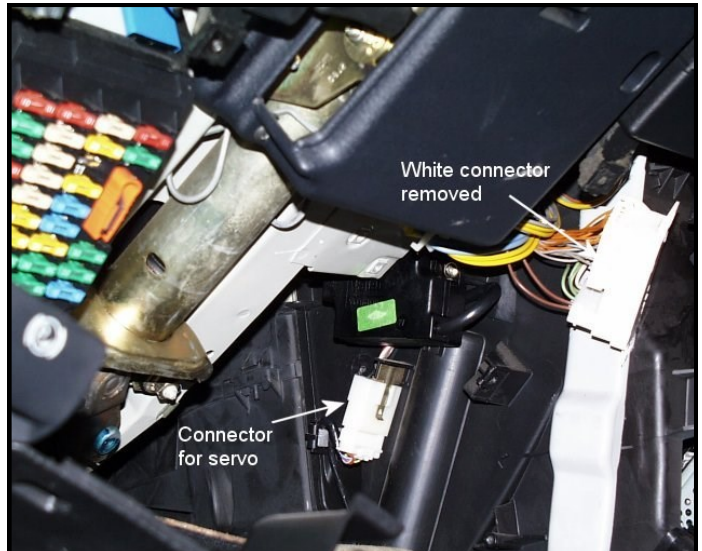


Fig. 3 : After removing the white electrical connector unit the rear mounting screw is accessible.

After the heater flap servo has been removed (Fig. 4) one can see the two mounting points and the heater flap axis with the small lever-arm (which is probably there for the cars with manual heater control).

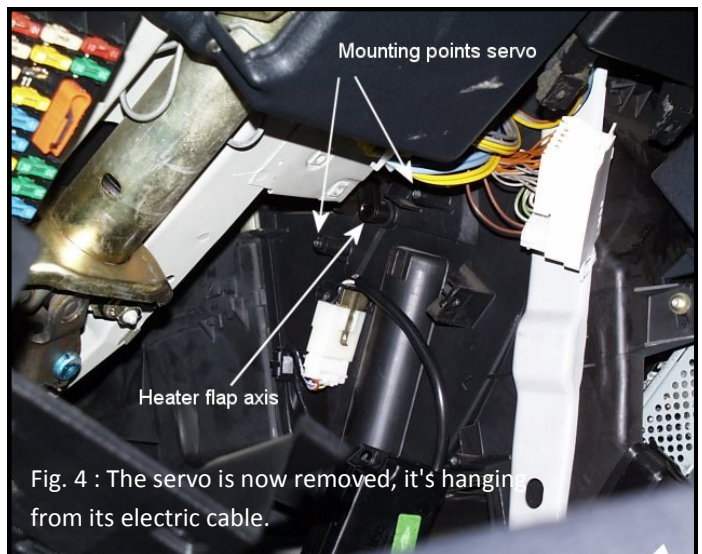


Fig. 4 : The servo is now removed, it's hanging from its electric cable.

The servo axis is flattened at one side (see Fig. 5), the hole in the heater flap axis has the same shape. Both axis will fit together at one position only, so make sure that the servo axis is in the same position after reassembling.

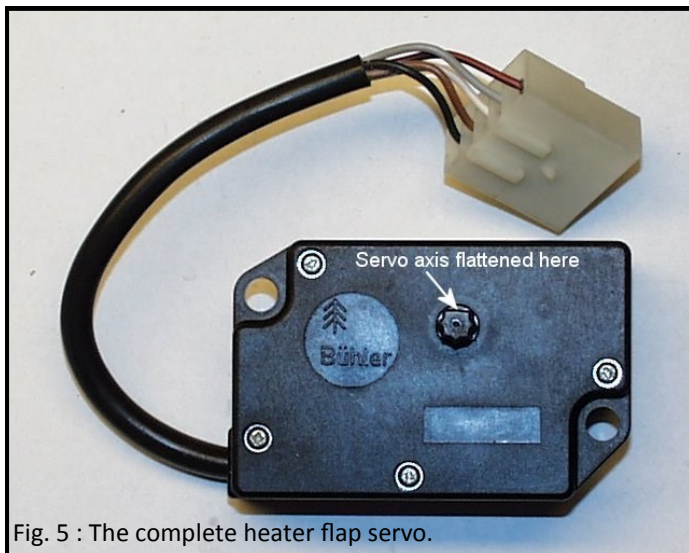


Fig. 5 : The complete heater flap servo.

The servo is easily opened by unscrewing the four screws (see Fig. 6). Take care while pulling apart the two half's of the servo box in order not to tear the rather fragile seal (see Fig. 7). Please note the arrows on the big gear wheel (that drives the flap) and the smaller gear wheel (that drives the servo potentiometer) at the right. On both gear wheels there is an arrow, they have to be aligned when the servo is reassembled.

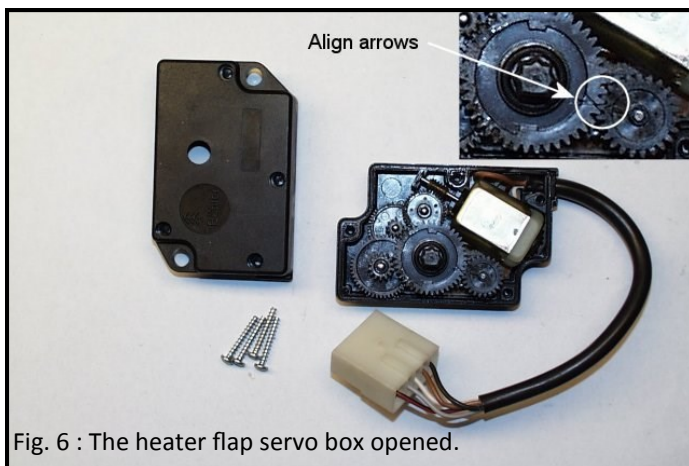


Fig. 6 : The heater flap servo box opened.

The two gear wheels mentioned above are easily removed (just pull them upwards).

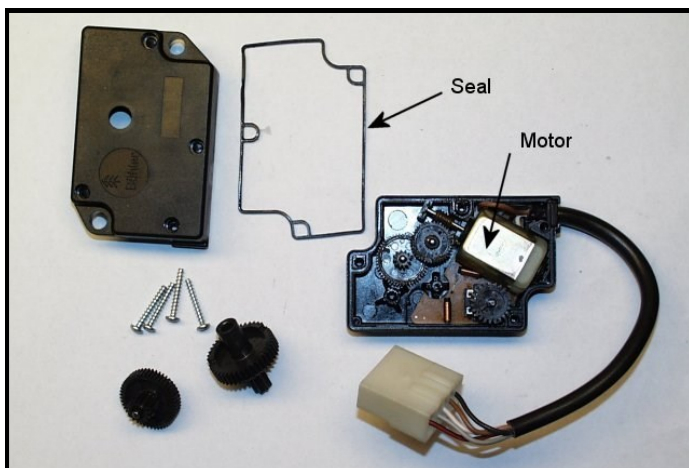


Fig. 7 : The heater flap servo partly disassembled.

Now the little motor can be removed together with the circuit board (PCB). The motor is soldered onto the PCB.

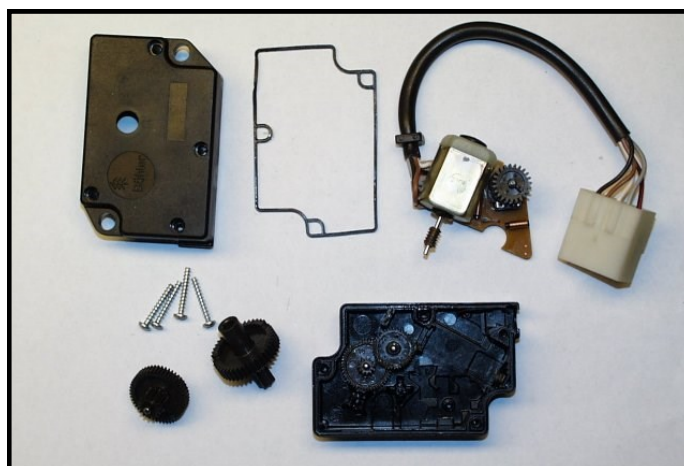


Fig. 8 : The heater flap servo almost completely disassembled.

The motor can be tested by applying 7 Volt DC to the brown and the black wire in the plug. Of course you can also do this when the servo is still assembled.

In case the motor doesn't run correctly anymore you might try the following as suggested by Frank Verschuren on the XM-L mail list :

Typically what happens is that the brushes in the motor short circuit a little, so the current through the motor is too big for the IC output in the climate control ecu to handle. I took me some time to figure out, because in my case the motor would still run on a normal 9V battery (and then it runs for some time until the motor stops at the wrong place causing the brushes to short-circuit again.) If above sounds familiar than read on below.

It's not that difficult to solve if you are careful and handy. You can open up the unit and solder the motor out. Don't overheat it with the soldering iron btw, as I did that the first time and the plastic where the brushes are in melted a little.

If you have the motor apart you can carefully scrape the brushes of the motor somewhat into shape. You must scrape some of the graphite(?) off, so the brush is more square rather than rounded around the contacts of the rotor (which is causing the short-circuit).

Assemble the rotor in the motor outside and dry-run it first with a 9V battery. If it works you can reassemble it back in the flap control housing. When assembling look at the marking on two of the gear-wheels they should face each-other getting the potentiometer in line with the flap position.

You don't have to reset anything when all is back in place, just cycle the ignition off and back on, it should be cleared. Within the current XM, I had the same problem and it hasn't reappeared yet. (1.5 years ago now).

<http://www.citroen-ds-id.com/>

My 2CV holiday through France

By Max Wooldridge, The Mail on Sunday



King of the road: Max turned a few heads with his hired 2CV, France's most iconic car

On the outskirts of a village in northern France, a farmer breaks from arguing with his wife and grabs his son. Both break into huge smiles as we drive by. 'Sebastien! Look at the Deux Chevaux!'

In the rear-view mirror we see him resume his dispute with his wife.

As the Citroën 2CV celebrates its 60th anniversary this year, we've hopped across the Channel to explore the Pas-de-Calais region in France's most iconic car.

And as we drive around the countryside the reaction we receive from locals is remarkable.

Our cute little Noddy car creates smiles wherever we go. It feels as though we are modern-day prophets spreading joy.

French people of all ages smile and wave at us.

Even grumpy old men who look as if they haven't

smiled in years suddenly sport grins as wide as the 2CV grille upfront.

Not even Madame Sarkozy would enjoy a welcome this warm.

'The 2CV was the first car every French family could afford and everyone had one. It brings back so many happy memories for people,' says Bruno Delforge, who runs Les Belles Echappées, a new touring company that hires out vintage 2CVs for self-drive day tours and weekend escapes.

His fleet of six lovingly restored 2CVs is based at a 17th Century farm in the quiet town of Clairmarais, 45 minutes south of Calais.

Visitors are free to explore the region at will but if need be Bruno can create tailored self-drive tours using sat-nav technology.



Stop-off: A coffee break in the medieval town of St Omer

This high-tech option is in stark contrast to the car's rudimentary charms: a chugging two-cylinder engine so noisy it makes conversation near impossible, and an unusual umbrella-handle gear lever that sprouts from the dashboard and feels it could snap off at any moment.

An iPod docking station? Forget it. Instead there's a detachable radio with aerial – designed for le picnic.

As for the suspension, well, let's just say I've been on fairground rides less rocky.

And it's highly unlikely you'll receive any speeding fines when driving a 2CV around the Pas-de-Calais.

Our top speed is around 50mph – and that's with a tailwind.

Bruno's comment that 2CVs hold a special place in the hearts of the French people turns out to be an understatement.

As soon as we're out on the open road, swerving through country lanes, it's obvious we are not just behind the wheel of an iconic French car.

Clearly we've hit upon something much deeper. Our little old Citroen is so much more than just a much-adored car with a curved design and cheeky eyelid-style headlights.

Unwittingly, we've tapped into the innate French spirit.

We're not so much driving a special hire car as spreading a collective emotion.

As we pass people on the side of the road the sight of our 2CV makes them nostalgic and dewy-eyed. It's as if we've transported them back to happier times and

they suddenly hanker for an older France when things were simpler.

It's hard to imagine getting the same reaction in a Ford Mondeo.

Our bright blue French motor chugs on along rural roads and we pass green meadows and bright yellow fields of rapeseed.

We're close to the Belgian border and drive through Flemish villages that all end in 'hem'. One of them, Moringhem, is hosting its annual scarecrow festival.

There are scarecrows in gardens and tied to telegraph poles.

We are travelling slowly enough to notice effigies of President Sarkozy and Carla Bruni sitting holding hands on a garden wall.

In the village of Buyssechre we stop for a mid-morning coffee in a cafe opposite the cathedral.

When we return to our car a small crowd of excited locals have gathered to inspect our Deux Chevaux.

One elderly gentleman has to sit down suddenly owing to all the excitement.

It's a gloriously sunny day so we open the car's canvas roll-back roof and soon the sun is beating down on our heads.

Driving around a region in a 2CV makes touring a real adventure. You are escorted back to a golden age of motoring when cars weren't cut from the same mould.

The more time I spend in a 2CV, the more I realise how dull today's cars are.

Honestly, who wants to speed around the French countryside in a flash sports car when you can toddle about in a national treasure and get sunburnt instead?

Mass production of the 2CV started with the first grey-only model rolling off the assembly line in 1948.

It sold well through the decades until production ceased in the Nineties.



Continued next page.

Early models had a longer accelerator so peasant farmers could drive wearing wooden clogs.

The original car was designed to transport two farmers across a ploughed field without breaking any eggs in a basket on the back seat.

Even with its trusty suspension we don't fancy testing that theory today.

Instead, as it's nearing lunchtime and still brilliantly sunny, we stock up on baguettes, cheese and cold cuts for a picnic.

It will be good to stretch our cramped bodies a little, too. The car's canvas back seat is easily removed, so we climb out of the thinly sprung seats and dismantle it.

Minutes later, we are sitting at the roadside soaking up the sunshine.

A car passes by only every five minutes. Heads turn in admiration, some motorists toot their horns, others wave. All smile.

Later, we stretch our legs again in medieval St Omer. We visit its huge cathedral and stop for a reviving coffee in a cafe around the main Place Foch.

Before we drive back to our hotel, La Sapiniere, in the hamlet of Wisques, we visit the local abbey.

As we park in the convent's gravel forecourt, the noise of the car causes several nuns to look out through the windows.

Suddenly a nun appears to ask what we're doing here. Even sisters are not averse to the 2CV's charm – in our stilted French we tell her about Bruno's new company and she seems enchanted.

She tells us she would love to hire several 2CVs so the nuns can enjoy a day out.

As long as mother superior agrees, that is.

French connections

If you are planning to take your car to France, the following operators offer a variety of crossings.

Short sea crossings

Eurotunnel (www.eurotunnel.com, 0870 535 3535): Folkestone to Calais.

P&O Ferries (www.poferries.com, 0871 664 6464): Dover to Calais.

Speed Ferries (www.speedferries.com, 0870 220 0570): Dover to Boulogne.

Norfolkline (www.norfolkline.com, 0870 870 1020): Dover to Dunkirk.

Longer crossings

Transmanche Ferries (www.transmancheferries.com, 0800 917 1201): Year-round services from Newhaven to Dieppe.

LD Lines (www.ldlines.com, 0844 576 8836): Year-round service from Portsmouth to Le Havre.

Brittany Ferries (www.brittanyferries.com, 0871 244 1400): Year-round services from Portsmouth to Caen and St Malo and from Plymouth to Roscoff.

Not available January 4 to February 10. Summer service from Portsmouth to Cherbourg from April 1 to end of October.

Poole to Cherbourg: Year-round except for January and March on conventional ferry. Fast ferry operates from May 18 to September 27.


Condor Ferries (www.condorferries.co.uk, 0845 609 1024): Summer services from Weymouth, Poole and Portsmouth to St Malo via the Channel Islands, and from Portsmouth to Cherbourg. Winter services from Weymouth to St Malo.

GETTING THERE

Les Belles Echappees (www.les-belles-echappees.com) offers discovery tours of the Nord Pas-de-Calais region with 2CV Citroens. A full day's rental costs £124.

The Hotel La Sapiniere (00 33 3 21 38 94 00, www.sapiniere.net), in Wisques, works in conjunction with Les Belles Echappees and offers a special 2CV 'greedy package', which includes car rental, double room, dinner and a buffet breakfast, starting from £105, based on two sharing.

SeaFrance operates 30 daily crossings on the Dover-Calais route, with fares for a car and up to five passengers starting from just £25 each way online for any duration and from £25 return for a day trip. Call 0871 22 22 500 or visit seafrance.com. For other Channel crossings see panel, top right. For further information on the Pas-de-Calais visit www.pas-de-calais.com.



Getting there: A map of the Pas-de-Calais area plus details

Read more: <http://www.dailymail.co.uk/travel/article-616575/My-2CV-holiday-France.html#ixzz3Nv4ii6Gb>

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March 26-29 2015 - Melbourne Showgrounds



What to expect.

New Vehicle Promenade.
Auto Design Centre and Industry Showroom.
Motorcycles, Scooters and e-Bikes.
Test Tracks.
History That Moves Exhibit.
Family Zone and Entertainment.
Retail Hub.



Collectors' Motor Cars & Automobilia Auction by Mossgreen

The Auction will be held on Sunday 29 March, 2015 within the 'History that Moves' Exhibit and will feature veteran, vintage and classic cars. Mossgreen are currently seeking entries for the auction so if you are interested in placing your vehicle under the hammer, please contact Robert Richards on 03 9508 8888 or email: robert.richards@mossgreen.com.au.

Greetings to all from your Treasurer and a happy commencement to another rotation around our wonderful Sun!

Just a short ditty here. As some of you know, father and son (me & Cosmin) went to Japan for a whirlwind tour – and what a great country! Many accolades to our northern neighbours ... but if I may, let's get automotive. Japan would win hands-down any contest on having the most courteous drivers in the world - Tokyo with some 38 million people - and I only heard two car horns beeping. And never a traffic jam, traffic always flowed smoothly. Granted the great public transport system removes for many the need to travel by car - but nevertheless - courtesy all the way. Next time, I would not hesitate to hire a car or even a motorcycle.... And the cars - all immaculately clean - I couldn't spot a car that wasn't pristine. ... Except on the last day - outside of Ueno station ... when we came across ... guess what **a dirty car**. AND do you know what it was? A Citroen C6! Yes, even in Tokyo, they stand out ... albeit for not-so-right reasons! (PS No other Citroens sighted.)

SUMMER TIME



Go for a picnic



France's Sexiest Beaches: The Best of the Côte D'Azur

France's beaches along the Mediterranean coast, from the French Riviera in Provence, ooze style and sex appeal. The sophisticated beaches offer endless days of sunshine, welcoming stretches of beach dotted with women in teeny bikinis reminiscent of the beach bombshell Bette Midler.

St. Tropez

St. Tropez was always on the radar of France's creative class, making it on the map as the sexiest spot on the French Riviera. Wearing sometimes even less -- the rich, famous and exceptionally good-looking flaunt their stuff. The jet-set crowd often includes some of the world's biggest names, from Oprah Winfrey to Leo DiCaprio and party-scene staples like Brad Pitt. The town is filled with mega-yachts, and the clubs and restaurants are filled with a vibrant atmosphere. The beach at Pampelonne is one of the most popular. [Beach Club](#), a titan on the VIP scene with champagne-fueled parties.

E IN YOUR 2CV



Driving off the beaten track in France

If time is no object, France offers a first-class network of minor roads. Roads whose numbers are marked as D9** (e.g. D947) are generally former "national" routes, now downgraded because they are essentially regional routes; linking local small towns, these roads are often very well maintained by local authorities, and offer safe easy driving. Visitors coming from urban areas will be surprised how little traffic there often is on the byroads of France. Stopping for photos, or to admire the view, is easy - unlike on main roads ; and unlike major routes, the byroads of France actually go through towns and villages, rather than round them, so that visitors actually get to see more of France than the verge of a motorway and an unending series of road signs and hoardings .

The choice for driving down through France on byroads is enormous: but for those in search of suggestions, here are two sample routes, almost all on small roads, and taking in plenty of interesting towns and countryside.

French Riviera to the seaside towns
Each town spoils visitors with end-
with shady cabanas and stunning
Brigitte Bardot.

but it was Brigitte Bardot who put
ing little more than bikinis -- and
od-looking come to St. Tropez to
e world's most recognizable fac-
e Paris Hilton. The harbor is filled
h A-listers enjoying the carefree
popular and home to the [Nikki](#)
parties.



Asnières : Masters of Micrometry

Manufacturing the hydraulic components required for Citroën cars means that every day the giant Asnières plant has to deal with the infinitely small. High-precision work to within one micron is rare in large scale production and requires close collaboration between man and machine.

In concrete terms, this type of machining involves precision to within the thickness of a sheet of cigarette paper sliced fifty times across its width. Leaning over his lapping machine, the operator machine polishes parts down to the third decimal point, keeping a close eye on the fourth! Here in the Citroën plant at Asnières, operators work to within one micron : to within a thousandth of a millimetre, when most mechanical workshops make do with one-tenth or one-hundredth. And that precision is achieved daily, with an output of 50,000 parts per day!



What kind of process requires that level of quality? Manufacturing hydraulic components for Citroën vehicles; and in the case of Asnières, the famous suspension systems underlying the success of the marque, as well as the brake and steering systems. All these components have one thing in common: the absence of joints to ensure tightness between moving parts. Friction between any joints would decrease the sensitivity of movement. Tightness is therefore ensured by metal-to-metal joints, by reducing operating clearances to within 3 microns (between 1 and 3 microns), and by virtually perfect surface finishing of parts. The number of parts involved and the quantity of hydraulic components manufactured - 14,000 every day - put the Asnières plant in a class of its own. It provides a major contribution to the identity and renown of Citroën cars,

and it is not for nothing that the plant also supplies suspension systems for Rolls Royce.

Man over machine

Machining and assembling mass-produced parts to within one micron requires the meticulous integration of tasks in an automated production control system. The result is that technological and human resources at Asnières are more closely interwoven than elsewhere. But, like a clockmaker making watches, human precision, manual dexterity, visual acuity, experience and know-how are what make micrometric precision possible. The golden rule is self-inspection: the operator is capable of immediately evaluating the quality of the operations he is performing. Initially divided into specialized workshops for each type of machining, the Asnières plant over the years has been transformed with the setting-up of the Plan Mercure. The plan, which provides overall guidelines for the entire Citroën company, has a single aim: competitiveness! As a result, the plant has been completely restructured in terms of product lines, i.e. compensator meters, pressure generation pumps, height correctors, safety valves, structural parts, brake effort proportioning systems, reverse current cut-out relays and other stiffness control systems. This also means that, except for slicing, quenching and tempering, each of the main hydraulic parts is manufactured separately. There are thus some ten manufacturing islets for each type of component, each integrating an extensive range of operations:



For micron precision, finishing is done using centreless grinding machines

Project Y30

Under the project code-name Y30 the successor of the CX was developed starting from the early eighties. By September 1984 the main specifications (like length, height, width, engines, prices etc.) for the successor of the CX were defined. These specifications were derived from its successor, the CX, but also from cars from the competition. One of the main goals of the Y30 was to offer more interior space and quality than the CX, within the same exterior size.

Three different design studios were asked to make a proposal for the design of the new car. These design studios were the two PSA design centers Carrières-sous-Poissy and Vélizy and Bertone in Italy.

The design of Carrières-sous-Poissy was discarded, in November 1984 when the design crews of Vélizy and Bertone were asked to build a 1:1 scale model of their designs within the next 6 months. Those scale models were presented to the president of Citroën, Jacques Calvet, and the general director of PSA, Xavier Karcher in march 1985.

Although the design presented by Vélizy had all the features of a good looking Citroën top-model, it was considered to be too close to that of the CX.

Finally the Bertone design was chosen for the Y30 project. This design was originated by a pencil drawing made by the Bertone stylist Marc Deschamps on his lap in the plane between Paris and Turino in October 1984.

Bertone's two-box (engine-compartment, passenger-compartment, no real visible trunk compartment) design fitted well in the SM, CX and BX tradition.

The interior of the Y30 project car was also designed by Bertone (see the left picture below). The other picture shows another much more futuristic design for the dashboard by Harnaud.



The final design and the technical realisation of the Y30 project according to the Bertone design ideas was done by the stylists at Citroën (PSA) in Vélizy.
Source : Citroën Revue, Nr. 2, November 1994.



First design drawing of the XM, dated October 1984, by Marc Deschamps (Bertone)



Final design by Bertone, 1984



Design Project from Citroën-Vélizy



Two XM-prototypes derived from the Bertone design



One of the first, still disguised, XM's on the road

Citroën Production Date Calculator

The Citroën ORGA Number...

Almost all Citroëns built after 01 Jan. 1980 have a 4-digit number stamped in ink somewhere on the body. From this, the so-called "ORGA" or "RP" number, one can calculate the day of production of that car.

According to the available information, Citroën started using this number 01 Jan 1980 with the number 1149. From that day on, this number was incremented by 1 every day, whether the factory was operational on that day or not.

To calculate the day of production easier, I have included an ORGA-number to production date converter below.

ORGA number to production date converter

In order to be able to use the converter below, you'll need a Javascript-enabled browser like Netscape Navigator 2.0 or higher or Microsoft Internet Explorer 3.0 or higher.

Please enter only numbers in the ORGA or RP number entry field. No checking of the input is done (yet).

ORGA or RP number

Production date

On cars build starting somewhere in 1994 there is a 2 digit code printed aside from the ORGA number. This code indicates the factory in which the car was build. [For a table explaining the codes see below.](#)

Where to find the ORGA number on your car ?

2CV and Dyane - On top of the bulkhead, right hand side.

Visa - ? (Look on A-post, suspension turret or bulkhead)

C15 - ? (Look on A-post, suspension turret or bulkhead)

Jumpy - ? (Look on A-post, suspension turret or bulkhead)

Jumper - This Citroën model does not have a ORGA number ! It is build in the FIAT factory "Sevel Sud" in Italy.

Berlingo - On the right hand side suspension turret.

AX - ? (Look on A-post, suspension turret or bulkhead)

BX - It is printed in blue (?) ink on the A-post (in front of the front door) on the driver's side just below the upper hinge, next to the sticker that specifies the tyre pressures.

CX - On the front of the left hand side suspension turret, usually hidden by wiring.

ZX - ? (Look on A-post, suspension turret or bulkhead)

Evasion - On the chassis just in front of the inner right front wheel arch.

GSA - On the right inner front wing (?).

Saxo - On the right hand side suspension turret.

Xantia - On the bulkhead just in front of the right -front- suspension sphere (quasi below the front window). At that position one finds the color-code (a letter code) and, in smaller characters above that, the ORGA number.

Xsara - On the right hand side suspension turret.

XM - It is printed in white ink on the A-post (in front of the front door) on the driver's side.

Factory codes

Code	Factory	Country
81	Poissy	France
CA	Aulnay sois Bois	France
CJ	Rennes la Janais	France
FL	Mangualde	Portugal
FV	Vigo	Spain
U4	Dangel (4-wheel drive)	France
U6	Sevel Sud	Italy
U7	Heuliez (some Breaks, AX + Saxo-Electrique)	France
U9	Sevel Nord, Valenciennes	France

CCCV members will find the ORGA converter as listed on page 18 at this website.

<http://www.citroen-ds-id.com/>

Ed.

For sale: DS rear suspension boot and steering rack boot.

2/15

Both have been remade to original size using rubber compatible with LHS and LHM so can be used on all DS and ID.



Price for rear suspension boot is \$50 to club members (\$55 non members)

Enquire for price on steering rack boots.

Phone: Desilva on 0419 886 480



WANTED

02/15

New or old seat fabric = OR =

Seats covered in this fabric for round corner 2CV seats.

The overall condition is not necessarily important.

Description: Seat fabric, colour blue grey fleck with red, yellow, blue and aqua strips.



Contact: Graeme Dennes
gdennes@bigpond.com 0438 286 181

DS Pallas Seats For Sale

(02/15)

I have a pair of front DS Pallas seats for sale which have been newly re-upholstered. The underlying foam is in good order.

The red velour is readily available if rear seats need to be matched.



Asking \$250 for the pair.

Contact Bob King 9878 1243

HELP! 5CV Restoration Project

12/14

The Sapphire Coast Historic Vehicle Club Inc. at Pambula NSW, runs a mentoring scheme for year 10 High School Students teaching them restoration techniques. This year we are restoring a 1924 Citroen 5CV. We believe your club or a member obtained parts left over from the restoration of a similar 5CV now exhibited in the National Museum Canberra. We need all sorts of parts to complete our programme hence would be interested in purchasing any you may have that we need.

If you can help please contact Alex McQueen 0419 527 757 or email alex.mcqueen@bigpond.com

1998 Citroen Xantia

12/14

My beloved Xantia has got to go. A very cheap comfortable car.

227,750 km. Been in family for 4 years. Excellent highway car.

Previous owner meticulously looked after the car and so have I.

Never missing service maintenance issues as they arose.

Factory features are driving lights, sunroof, cruise control,

6-speaker stereo with steering wheel controls, rear sunblind, color coded bumpers and mirrors. Car is iceberg white. No oil leaks.

No smoke. Plenty of power. Auto transmission is tired but works

as it should. Bodywork is very good with no rust. Comes with 4

new tyres..new battery. 6 months rego..new front spheres. New

twin Bluetooth (music and phone), Sony radio which is

compatible with steering wheel controls. Very negotiable on price would like to see the car go to someone who cares about Xantias. JSC 186. Asking \$3000 with RWC (Morwell) Contact Chris Hawthorne 0417 794 317.



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

Contact: GARTH CAMPBELL on 0406 427 657 for details.

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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

2006 Citroen C6 Exclusive

12/14

88,000 kms, 12 months Vic reg VCC606 / ULE 231. Full service history and RWC. Lounge pack, Sunroof and all other options Satnav phone etc. Sfull set of original spheres (untested). 5 new boxed matching OEM wheels. Near concourse condition.

Garaged Highett. \$35,000

Contact Michael Holt 0414 325 439 or email:

mikeholt@bigpond.net.au



Citroen BX

7/14

It has 480,000km 7 seater wagon near to RWC condition. Registration is till end of July this year, 2014

Very reliable car. When the reg runs out I probably wont renew it. Its too good a car to scrap. Rego: RVR 326.

I am looking for \$2000 ono for it. Enquires to Jim Skapetis on 9499 7522 E: darebintyre@optusnet.com.au

HELP!

I am looking for an instrument cluster or some one who can fix mine for a 1985 Citroen CX2500gti
Contact Eov on 0418515424 or
Email: eovazoulay@gmail.com

Citroen 1985 CX 2500 GTI 5 Speed EFI Burgundy in colour greyish tweed cloth seats. Won Best CX at Car Show still as good, genuine 109,000 klms. New 100 amp Alternator, A/C re gassed, Hydro Pneumatic Suspension, 4 Wheel Power Disc Brakes, Power Steering, Variable Ride Height, Self Levelling, CD Player, Towbar, 4 Spare Mag Wheels This 29 year old is in as new condition on full NSW registration until June 2015 and is a joy to drive.

\$14,000 phone John 0266578077 This car is listed for sale elsewhere and we have the right to withdraw this item.

Citroen DS23 Pallas 5 Speed Manual EFI Black in colour. Black leather upholstery. Light Grey roof lining. All in excellent condition. Air conditioned. New starter motor, alternator, Bosch fuel pump, Exhaust System, Hydro Pneumatic Suspension, Variable Ride Height, Self Levelling, Power Assisted Brakes (Disc Front), Power Steering, Swivelling Driving Lights, CD Player, Tow Bar and all Spheres Re-gassed. This car was restored by a Brisbane based Citroen Specialist and must be one of the best around. It is an absolute Classic and just a joy to drive. Price \$28000 Ph John 0266578077



Both cars above Cars are located near Dorrigo Northern NSW

(11/14)

Sales and Wants

Advertisers please note: Regulations require all cars for sale to include the price, registration number (or engine number if unregistered). Please inform the editor if car has sold. Send ads directly to the editor. See contact details on page 2. or via website: www.citcarclubvic.org.au **Members Free. Non-Members \$10 for three months (\$15 with photo)**

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

Citroen workshop manual—2 volumes.

(11/14)

I have for sale a workshop manual to suit Citroen mode 15CV or Six (22.6 hp) It is a 2 part volume and factory printed December 1950 and in very good condition.

Any body interested price at \$100 ONO.

My contact email is crayville@iinet.net.au or telephone 0265631031.

Bruce Wells

For Sale

(11/14)

All original 1992 XM Auto V6 deep blue in colour (duco good for age) with velour seating in good condition. The speedo shows 90,000 km but I think it has done more. Probably double this at a guess. The log book shows that the speedo malfunctioned about 15 years ago or so.

Rego ran out in June. Needs some repairs for roadworthy including, so I am told, a couple of engine mounts, two front rotors and a few other minor repairs. Plenty of tread on the Bridgestone tyres.

I purchased it about four months ago but have lost interest in it owing to delay in getting repairs done. I don't want to lose on it so the price is \$2,500. The engine no. is 1FV50028008. The car is in Shepparton. I believe the

1994 Citroen Xantia

(11/14)

One owner automatic sedan, deep green in colour. Good condition. Always serviced, well maintained and garaged. Just 126,000 km. Registered NAC-107. The car hasn't been driven for 8 months. It can be viewed in Gruyere near Coldstream in the Yarra Valley. Asking \$2500 neg. Contact Sue 0400221771

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Contact:

Charles Hardman

E: charleshardman@gmail.com

m : 0413001234.

(12/14)



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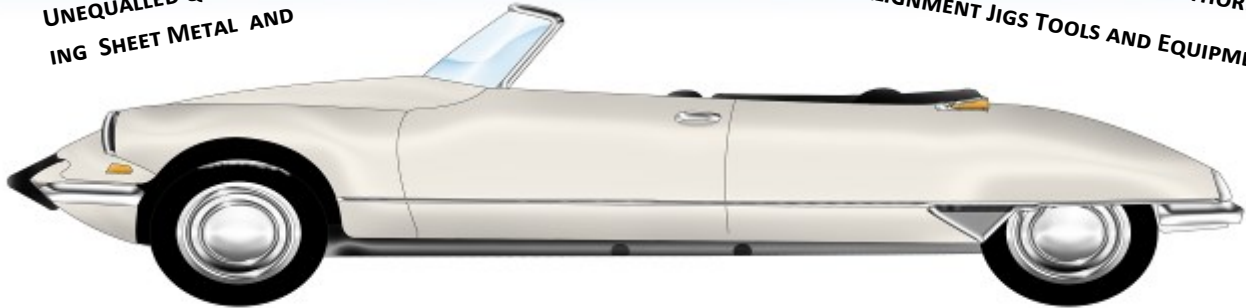


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