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THE
CCCV **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

April 2015

Internet www.citcarclubvic.org.au



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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.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

RENEWAL

- 1/ Car owner to complete and provide to CCCV's CPS Secretary (see above for contact details) a **Club Permit Application** (revised edition 31/1/15). Car owner must advise CPS Secretary of compliance or otherwise of any modifications under:
VSI 33 (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised);
VSI 8 (Guide to Modifications for Motor Vehicles), and;
Schedule 2 - Road Safety (Vehicles) Regulations 2009 (vehicle standards as at manufacture date).
- 2/ CPS Secretary to sign and handback to owner the above Application once he has (a) ensured owner is a CCCV financial member and (b) reasonably ascertained that the car is safe for on-road use and meets the vehicle category requirements.
- 3/ Owner to keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

NEW APPLICATION

Additional requirements to above if it is first time a vehicle is being recorded under CPS.

- 1/ **RWC** to be provided to CPS Secretary along with **Vehicle Eligibility and Standards Declaration for Club Permit Vehicles** (new form) and **Proof of Ownership**.
- 2/ If car has modifications beyond those normally allowed (VSI 8, VSI 33 & Schedule 2), car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**.
- 3/ Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
- 4/ Car owner to provide **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
- 5/ On completion of registration process, car owner to advise CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads. See also <https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>



1965 was a big year. Winston Churchill died but Mark and Steve Waugh, together with Björk, were born. It was the year when Australia massively increased its military involvement in Vietnam with the deployment of the 1st battalion RAR to

Vietnam; the year when activist women chained themselves to a bar in Queensland because the liquor laws banned their presence there and the year when Esso-BHP discovered gas in Bass Strait. In sport Margaret Smith and Roy Emerson won at Wimbledon and the Bombers triumphed over the Saints in the VFL grand Final. It all happened next year for the Saints. We listened to Elvis ‘Crying in the Chapel’, the Beatles had ‘Help’ but it was the Seekers who ruled the charts with ‘I’ll Never Find Another You’. In Melbourne, with ‘The Melbourne Trading Post’ still a year away, there was only one way to buy and sell anything at all and that was through the classified ads in ‘The Age’ on Saturday. Buying it and studying it was a weekly ritual for generations, particularly for buying and selling cars and parts. Everybody read it, even if it was to watch your car depreciate in value, as one glass-half-empty Citroen owner observed. It was a communication tool, too, with one-make hill-climbs, swap meets and rallies being publicized under that make’s heading in the classifieds. One Saturday this proud new owner of a one-year-old ID19 read in the used car columns under Citroen that a meeting was to be held in the Parkville Post Office the next Saturday for anyone interested in forming a Citroen Car Club. I went along, accompanied by traction owner Heather Wright (now Greaves). There was some discussion about what sort of club it should be. The man from Regent Motors, a passionate Frenchman, favoured a very informal, socially-oriented club but, perhaps

surprisingly, a room full of Aussies were somewhat more formal and activity and motor sport oriented in their thinking. So it was that the club was formed that day (I wish I could remember the date; it will be written somewhere), with big six owner Bill Baker elected president, Neil Tassell (young single bloke working in a bank) as treasurer and me (young single bloke, living at home, no responsibilities) as secretary. Monthly meetings began at the Camberwell Town Hall theatre and the activities had a bias toward rallies or treasure hunts ending at a picturesque picnic lunch site. That the club continues to prosper half a century later is a big deal. It means that both the cars and the people have some strong positives about them. It is an anniversary worthy of a big celebration and that is just what we plan to do. You will find the details in this month’s newsletter and I hope you will make a special effort to come along. The fortieth anniversary was fun but this one should be better still. Organizer Tom Grucza has some happy surprises in store and has already begun contacting old club friends and foundation members. Some are not easy to track down, so if you can help, please contact Tom on the number in this newsletter. Please also have a dig around in your archives for photos and other memorabilia from CCCV’s early days so we can display and celebrate our history together. The CCCV’s history is part of your history and mine and the reviewing and appreciating of it somehow makes our present and our future better. Do please join us.

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

The Newsletter proudly printed by AVLON PRINTING

1A Viking Crt. Cheltenham North, Victoria 3192

FRONT COVER
Citroen DS in Asia
Pages 12—13

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



NOTICE BOARD



CCCV Website Password Update

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

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members (Subject to committee approval). Susan Wyers.

CCCV welcomes the following new members to our family: Brent McKinstry, Jane Power, Barry Teesdale, Loretta Hambly, Ken Burchett, Peter Moloney with Ken and Heather Hall. 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
Apr	1	Club Night—Nibbles & natter.	Jul	1 Club Night - French Style
	3-6	Citin—Barossa Valley SA.		Run TBA
May	6	Club Night - Bernie Rachelle Route 66 in a 2CV .	Aug	5 Club Night
	24	Run to Beeac— north of Colac	Sept	2 Club Night
Jun	3	Club Night 50th Anniversary CCCV <u>To be held at Box Hill Golf Club</u> Full details on page 6 this issue	Oct	7 Club Night
	21	Run—Blackwood	Nov	4 Club Night
				For more details on club events contact John Dorgan on 0428 358 095
Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from <input type="checkbox"/> 10.30am Denotes a Non CCV sponsored event.				

CCCV Club Advice Line

Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell	9772 1810
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

April 1 Club Night

NIBBLES & NATTER

As many members will be away for Cit-in in the Barossa Valley, tonight's meeting will consist of a tasty and variable supper, with the opportunity for sharing Citroen and other automobile experiences with fellow members.



Cit-In 2015

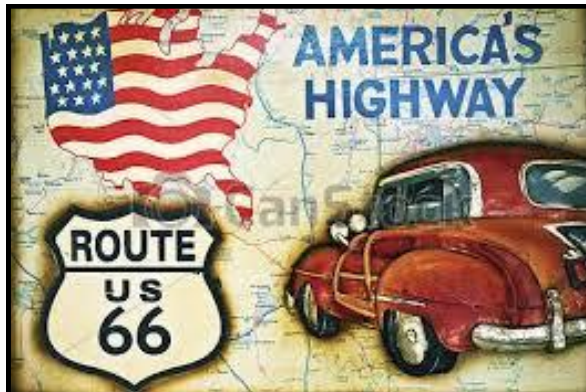
Easter: April 3-6 Barossa Valley SA



May 6 Club Night

Bernie Rachelle

Cruising Route 66 in a 2CV



May 24 Sunday

CLUB 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: EssentialFull details in February Newsletter.

RSVP Monday 18 May 2015

CONTACT: Max Lewis president@citroenclassic.org.au
03 9372 0921 / 0458 993 771



Citroen Car Club of Victoria Inc
50th Anniversary Dinner

You and a partner, or guest, are cordially invited to join past and current members in celebrating the club's Golden Anniversary.

Box Hill Golf Club
6.30pm Wednesday 3 June 2015

Enjoy a delicious three course meal.
 Drinks available at bar prices.
 Tea & brewed coffee provided.

Dinner is served at 7pm sharp

Parking is via the entry at the corner of Riversdale Rd and Sycamore St Box Hill Sth



Join us in celebrating this milestone. It will be a night to meet up with old friends and also members who have been with the club since its inception in 1965. We will have guest speakers and a few surprises. Why not bring along old photos or memorabilia to show. Don't miss this fun-filled evening.

Cost: \$50 pp

Bookings essential. Payment in full requested by Wed 20 May 2015

Please send your cheque, or money order payable to "Citroen Car Club of Victoria" with this return slip

Mail to: **The Treasurer CCCV PO Box 751 Frankston Vic 3199**

Names of attendees: (Include any dietary requirements)

.....

Alternatively your payment can be make directly to the club via EFT. (Please provide names of attendees and any dietary requirements using the return slip or email/SMS the details to the address below)

Bank: Bendigo Bank
BSB: 633-000

Account Name: Citroen Car Club of Vic Inc
Account No: 120127907

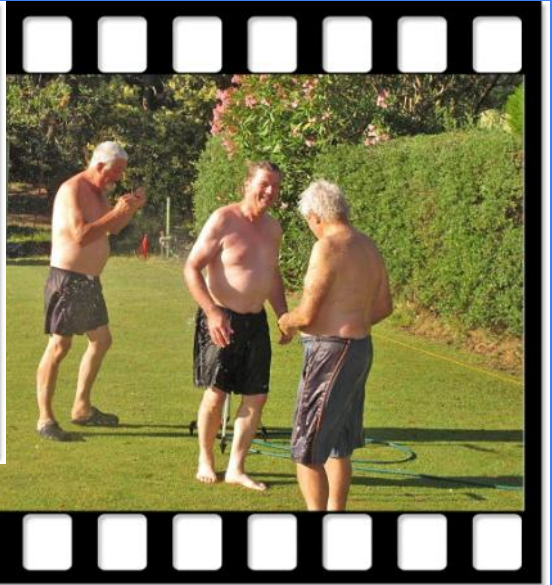
Further details : Tom Grucza 0431 396 277 badjatom@gmail.com

CHIT - CHAT

Chit Chat is a monthly even held on the 1st Tuesday of the month at the Jetty Café on the corner of Jetty road and Point Nepean Highway. It is a gathering of like minded Citroen owners to have an informal get-together and discuss all things Citroen; over many cups of coffee and nibbles. Here are some images of a recent group. All photos by George Hamada.



Venus Bay



February 20-22 saw members of CCCV at their annual trek to the home of Dee and Don Scutt at Venus Bay. A time to relax and socialize.



All above photos by John Fedorko.



Accurate Solution for Reading Traction Avant Coolant Temperature



Many Traction Avant owners have added temperature coolant dashboard gauges but the issue has always been where best to install them? Usually that has meant mounting them in the radiator hose, typically the upper hose where coolant is returned to the radiator. But there are two issues doing so:

- 1) Though there is not extreme pressure in the line, you have to cut into a perfectly good radiator hose to add the coolant temperature sensor.
- 2) The reading you get in the line is not necessarily accurate as coolant flow by the sensor may vary because it is based on thermostat control.

We came across this photo on CTA (Sweden) website showing the water pump housing for a 4 cylinder Traction where the sensor cable screws into a tap in the housing itself putting the sensor sender directly in the coolant stream. A very clever solution!



If you'd like one, it seems like a fairly easy mod to make the next time you are working on the water pump. And you may have to make it yourself because although we see what appears to be a product number in the photo, a search of the CTA website (in both Sweden and The Netherlands) does not come up with a product offered for sale.

FAQ

Why does my pump cut in every few seconds?

The difficulty with this problem is establishing whether the cause is lack of gas pressure in the accumulator or excessive internal leakage or a mixture of both.

If the pump cutting in (cycle) has been ok and suddenly dropped to a few seconds, it is likely to be a lack of gas pressure in the single piece accumulator. The diaphragm that separates the gas from the oil can fail. Generally that means a new accumulator.

On the other hand, a fully gassed accumulator will mostly last 2 years or over depending on how much driving is done. So if the two years is up, suspect the accumulator. When you have a pump cycle of about 15 seconds or over there is an opportunity to test the accumulator. Put a 12 mm spanner on the regulator bleed screw and take the reservoir filler cap off. With the engine idling and the hand on the spanner, just as the pump cuts out open the bleed screw a couple of flats and see if there is a rush of oil in the reservoir. If not your accumulator needs a regas.

The next possibility is excessive leakage and the most likely cause is the power steering valves. These valves are the busiest in the system gently opening and closing keeping the car under control. A simple but not necessarily definitive test is to put the steering on full lock trying to push past the end stop. If you get a major improvement in the pump cycle then the valves in the steering may need renewing.

Warning, if the piston seal is internally leaking, this test can be misleading.

It is easy to test the suspension valves front and back. See how long the car stays up with the engine switched off. My car stays up for a few hours, but I have seen cars gradually drop in front of my eyes.

If you have an hydraulique, there are nearly twice as many valves to leak. The main component to look at is the centrifugal regulator. Internal leakage can be observed by disconnecting the two rubber return lines on the top of the reservoir and seeing how much oil is flowing. They go from the CFR to the reservoir.

Finally there is a fool's paradise situation. Beware of the car that comes up quickly first thing in the morning. See next question

My car comes up in a few seconds first thing in the morning, is this good?

<http://oleopneumatics.com.au/frequently-asked-questions>

Get Ready for Classic Citroën Prices to Skyrocket!

by George Dyke Mar 5



A bold statement indeed, but one I think will come to fruition based on the recent auction trends in classic cars and the desire by those with wealth wanting to drive unique and iconic vehicles.

Let me cite, for reference purposes, an excellent article recently published in Bloomberg Business on why hyper-luxury cars are now selling faster than luxury ones. The statistics and trend predictions in the article give a fascinating insight to *how* automobiles are being marketed to the ultra rich and how these strategies trickle down to the ‘mere mortal’ market:

Note in the article they say that what the rich clamor for, so those that want to enjoy the good life envy. Luxury aside, the one thing people with more modest disposable income seek is distinction. And our beloved Citroëns, while lacking the modern accoutrements and trendy luxury environments of today’s super-cars, excel beyond any other automobile in their combination of style and engineering innovation to deliver a unique driving experience. They are becoming a coveted automotive fun factor and selling prices are starting to indicate that.

Beyond the exotic price of Citroën DS cabriolet or 2CV Sahara, a regular old 2CV in nice condition (and some in less than pristine shape but claimed by

unscrupulous sellers to be lovely) have been selling in the \$20 – 25K range for the past couple of years. Their counter culture, artsy genre and iconic character have an across the board appeal.

Citroën restoration has become a gold mine for companies with the experience to restore them properly. They are now seeing their clientele prepared to pay the cost of full restorations that in some cases are exceeding \$200K !

Consider for a moment that a very rough Panhard PL17, for sale in Northern California three years ago for \$2,500, was bought and then re-sold to a fellow in Arizona. He put the car for sale on eBay having merely buffed out the paint, put on new tires, recovered the front and back seats, cleaned up the interior and attended to a few problems with the engine and brakes. And it sold for \$10,000 US!!





And after/



And of course there are the ridiculous prices paid for the 60 car collection of Roger Baillon auctioned at Retromobile in Paris this past February where a decrepit 1924 Citroën Type C 5 HP sold for 23,840 euros!



One can argue these prices have been artificially inflated or are special cases, where a sub-sector of the uber-rich is willing to pay near any amount for an automobile brought to their attention through some savvy marketing. While that may be so, iconic Citroëns are a finite number and those in nice condition even more so. Citroën, under Peugeot ownership control, have not built a new iteration of any of their modern classics. Many hoped they would introduce a contemporary DS with all the attributes of the original, but instead Citroën chose to take the DS moniker and create a new brand around it. The new DS cars offered being essentially upscale versions of homogenized PSA Peugeot Citroën models.

Those of us fortunate enough to own classic Citroëns need to understand we have made an investment that is worth preserving. By all means enjoy your time behind the wheel, but take the care needed that when the time does come to part with it, there will be people in line prepared to a price that not only protects your investment but will allow you substantially profit by it.

Citroën always claimed their cars were about comfort. The greatest comfort Citroën owners may have is knowing they have made a sound investment!



CITROËNVIE!

DS IN ASIA - JAPAN

Himself a Citroen fan and a 2CV owner, Japan resident Guy de la Rupelle could not believe what he saw, driving one sunny afternoon in the Chiba area: a DS on the road, with French plate numbers. He managed to stop the driver. Guy writes:



"Today I came across a magnificent DS in Togane (Chiba-pref.). It has a "kari-bango" plate (valid 3 days) and I immediately recognize the car seen on a picture at the Citroën/Mazda dealer in Inage. Half-turn and the chase begins. Headlights call, the driver stops. "Guy-san desu-ka ?", he asks. It appears that he has seen my 2CV inside the Carrefour mall (yes, INSIDE the mall, in the central area along with the wine and the home appliances) during an exposition organized for the promotion of my latest book.

He asks if I have time (yes), and I follow him up to his house, in Honda. In the garage nearby I see a C3, a Pluriel and a C5. "This one is for my elder daughter, that one for the younger one, and the C5 is for me. I'll buy the C6 when it goes on sale next year". Undoubtedly a very much Citroën-oriented family...



The "kari-bango" temporary registration plate, on its (no less temporary) support behind the back window.



But his most loved one is the 1971 DS20 he has owned for 2 years now. Purchased in France, it was imported in Japan and underwent a full mechanical overhaul. The owner then decides to sell it, and here is Monsieur Ishii the happy owner of yet another French car.

But why a DS ?

"An old dream. It is the most beautiful amongst French cars. The Traction does have its charms, and I like the 2CV and the SM, but the DS... look at its design and its elegance."

He takes the car out for a drive only 6 to 8 times a year though, and that explains the temporary registration plate. It is not registered in Japan, and thus keeps its original French plate. He would like to get it registered formally, but the authorities in charge complain about the rear stop lamps being too close from one another, and other such details. Too time-consuming and bothering, so he keeps it as it is for the moment.



In another garage, one of his acquaintances in Tokyo who has owned 8 Citroëns, still keeps his DS19, but drives it only from time to time, when the weather allows.

What does Monsieur like most ?

"The two-tone horn, and the elegance of the bonnet and the bonnet handle. I don't know why, I just love this bonnet handle" he replies. "And the smoothness. Changing gears is a true pleasure".

Mr. Ishii is a pastry cook in Honda, Chiba prefecture, and a member of the Citroen Club of Japan. His other passion: French wines. His dream: to go to France, for a classic car event, and find original parts for his DS. "

Text and photos by
Guy de la Rupelle
(on the right, with
his 2CV),
November, 2006.



We've all been there. A dark night, a sharp bend, and a pedestrian wearing dark clothes hiding in the shadows. If only there was some way that the headlights could 'see round the corner', like the driver tries to...



DIRECTIONAL HEADLIGHTS



When introduced in the mid-2000s, the Citroen C4 and C6 shared a "new" feature with the facelifted Mk1 C5 - headlights that swivel with the steering, to light the inside of a bend and allow the driver to see where his eyes are looking instead of just dead ahead. Clever idea?

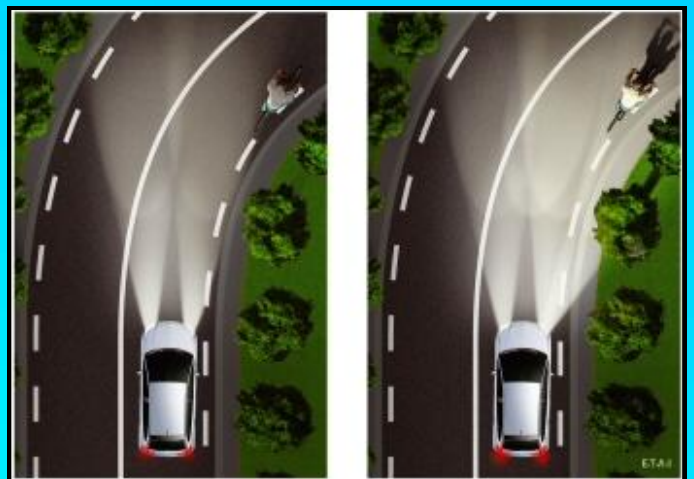
This is how Citroen's C5 information describes it:

Xenon dual-function directional headlamps for clear vision

The Citroën C5 is the first Marque vehicle to feature Xenon dual-function directional headlamps.

Fitted as standard with the Exclusive trim, the electronically controlled Xenon dual-function directional headlamps provide improved lighting for cornering. As soon as the driver starts to take a bend, sensors analyse the degree to which the wheels are turned, using the steering wheel position. To optimise the lighting of the road ahead, the headlamps pivot horizontally over an angle of around 15° to the right or to the left (8° for the headlamp on the outside of the bend and up to 15° for the headlamp on the inside). Lighting up areas that were previously in darkness, these smart headlamps clearly improve visibility at night or in bad weather and allow the driver to see the road conditions, as well as to distinguish other road users and possible obstacles – an important advantage in terms of safety.

Specifically, the directional headlamps of the new C5 feature an elliptical bi-xenon directional headlamp, active in both the low-beam and high-beam positions, and a long-range complex-shape halogen completing the high-beam function for excellent visibility.



However, there's something in there that the marketing people forget to mention. Sure, Xenon directional headlights are new - but not that new - after all, Xenon lights were available on the pre-facelift C5. So it must be the directional headlights that are new?

Not so! They were available on higher specification DS models from 1967 and were fitted to all SMs except for US-spec cars. However, on the DS and SM, it was only driving lights that worked with high beam that steered, rather than dip as well - and that's a very useful addition to the technology for modern road conditions where main beam can rarely be used.

The current system only pivots to 15°, however, unlike the 80° of the original DS system. At speed, this will make no difference, but at low speed and large amounts of lock - such as a hairpin bend or a gate - it will make a BIG difference.

The main difference, however, between original and current systems is in the actuation. On the original DS and SM system, the steering was connected to the lights by a system of wires and rods. On the re-invented system it is, naturally, computer controlled.

The Citroën H Van



The Citroën H Van, Type H, H-Type or HY was a delivery vehicle produced between 1947 and 1981. It was developed as a simple front wheel driven van after WWII. A total of 473,289 were produced in 34 years in factories in France and Belgium.



Continues from page 9.

Probably not. Think of it this way. Say the car is completely devoid of pressurised nitrogen gas and just has oil in the system. Oil will not compress and reduce in volume. So if there is no gas in the system the only place the oil can go is into the suspension cylinders- and up goes the car.

On the other hand if the system has gas in the spheres and accumulators, that means there is a least one litre of volume of gas that needs to be replaced with oil. So the car will take time to rise if it has been dormant for many hours or a day or two.



The distinctive corrugated body work was inspired by German Junkers (aircraft) of the 1930s. The ribs added strength without adding weight, and required only simple, low cost press tools. The flat body panels were braced on the inside by 'top hat' box sections, at right angles to the ribs.

The engine, gear box and many smaller parts were sourced from other Citroën models. The engine and gear-box are nearly identical as in the Traction Avant and later the DS, only mounted with the engine to front. The head lights and speedometer were identical to the 2CV for many years.

The H Van was offered in lengths, heights and cargo configurations.



The H Vans are turning up in all sorts of places these days taking on rejuvenated roles as a street vending vehicles in a variety of food truck and rolling shop variations. Here's a gallery of photos that really illustrates its diversity and the creative ways people are using them in their businesses.

CITROËNVIE!

Citroen DS5 facelifted for 2015 - drops Citroen badge



You're looking at the new 2015 Citroen DS5, or rather the straightforward DS5 as the French would have it. For they've banned all mention of the double chevrons with the latest facelift for the company's range-topper.

It's part of the ongoing attempt to build DS into a separate standalone brand. Think Lexus to Toyota, rather than a scrubbed-up Citroen.

The 2015 DS in detail: what's new?

Not a huge amount, if we're being honest. This is a nip and a tuck for the DS5, most apparent at the front end.

Citroen's double-chevrons are banished, replaced by a new grille focused on the prominent DS badge - and they're shouting; it's also on the leading edge of the bonnet above - surrounded by lashings of chrome that bleed into the distinctive, shiny 'sabre' styling line running the length of the bonnet.

The headlamps are new, too, now mixing LED technology with xenon bulbs. The turn indicators are described as 'sequential,' making us think they light up in an arrow fashion like on some Audis.

More encouraging are the engineering changes; we've never felt the DS5 matched the flair of its couture with a satisfying drive - and the 2015 model looks to improve the way it flows down the road. New dampers feature pre-loaded linear valve tech to provide more progressive rebound. Could this be the addition to make the DS5 waft like a posh Citroen should? We do hope so...

Inside the 2015 Citroen DS5

There's a new infotainment system in the DS5, which means there are a dozen fewer buttons cluttering the centre console. A Mirror Screen function also lets passengers stream their smartphone screen on to the car's display for safer use.

And, as is the trend, there's a new MyDS app available for iOS and Android phone users - bringing a suite of Citroen-backed services to the cockpit.



'The new DS 5 is more than just a new car,' said Yves Bonnefont, the chief executive of DS. 'It is the car introducing our brand identity. Sixty years on from the original DS, the new DS 5 carries all the genes of DS. Above all, it is a clear statement of our ambition: to revive the tradition of French premium vehicles



Mercedes left in a car park for three years... after racking up £14k in fines

German marque to re-emerge at Geneva Motor Show after 54-years



More than half a century after going belly-up, German automaker Borgward is set to rise from the dead to

make an appearance at the Geneva Motor Show next month, organisers said Tuesday.

A Mercedes left in a multi-storey car park for three years has finally been removed after racking up more than £14,000 in parking tickets.

The saloon was sitting in the Broadway Plaza sheltered parking area in Birmingham city centre for so long a two inch layer of dust covered the car. The black Mercedes C-class was discovered to be unlocked, and the company who own the car park, APCOA, found the logbook which gave the name of a driver from Coventry.

APCOA charges £13 a day per parking space, which means the owner was facing a possible £14,235 bill for taking up the spot. This would come on top of any fee local authorities charged them for the cost of removing the vehicle from the car park, which has 1,400 spaces.

But all attempts to get in touch with the owner failed and it was also found that the back axle is damaged, meaning the car, worth around £40,000 new, could not be driven away.

Last Wednesday APCOA finally towed the car away after being granted permission from Birmingham City Council.

A spokesman said: "We did not move the car initially because the city council has previously taken responsibility for removing vehicles and, unsurprisingly, we believed this was still the case.

"The car will probably be taken away for scrap. There are no plans to pursue the owner."

The Telegraph UK

The brand, which declared bankruptcy in the early 1960s, is planning to unveil a new strategy at a press conference at the show, considered one of the global auto industry's biggest and most diverse events.

"Relaunching Borgward is a childhood dream come true for me," Christian Borgward, the grandson of brand creator Carl F.W. Borgward, said on the company's website.

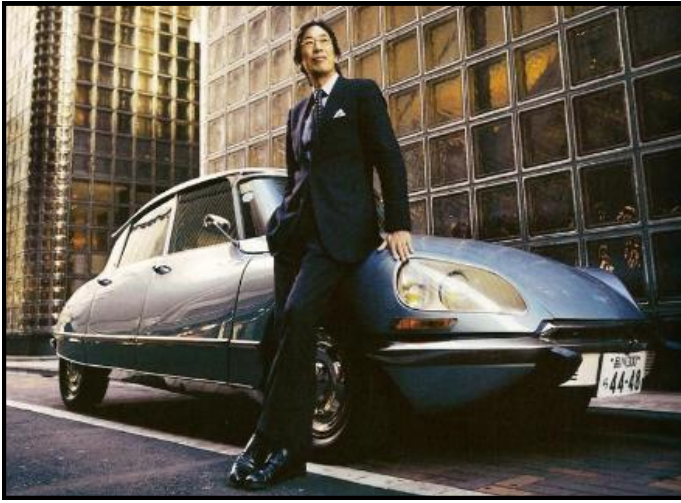
He said he had been working for more than a decade with a range of partners to revive the company, once one of Germany's most successful carmakers, which sold more than one million high-end vehicles between 1919 and 1961.

"Perhaps through the influence of my grandfather's history, we believe that, given the will to succeed, you can achieve anything," he said.

"You have to set a target and pursue it with all your heart, and if you have a dream, as we do, you will fight for it. Everything is then possible," he added.

Geneva Motor Show president Maurice Turrettini meanwhile told reporters Tuesday that the long-suffering car industry "is bouncing back, especially in the United States, and things are improving in Europe."

The 85th edition of the show, which will take place March 5-15, will show off 131 new models this year, including 90 world firsts and 41 European premieres, Turrettini said.



The April 2006 edition of the French magazine "Vogue" featured a very fashionable Japanese gentleman and his car. Not surprising, Saito-san being the President of Hermes in Japan... and I have been told the interior leather is also from Hermes. Yes.



Many photos of this car, in most cases taken in front of the "Hermes" shop in Ginza, can be found on Japanese sites or blogs, for example:

<http://www.dsinasia.com/Japan/hermes.html>

DS EFI Injector Wanted

4/15

I require a working cold start injector for a late DS EFI to replace a faulty one. Part No: 0280170012 Please contact Tom on 0431396277 or: email badjatom@gmail.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.

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12/14

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Contact Michael Holt 0414 325 439 or email: mikeholt@bigpond.net.au



For Sale: 1984 CX 25 TRI safari

3/15

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Further information and more pictures from John Parsons ph (03) 59776115.



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

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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 m : 0413001234.

E: charleshardman@gmail.com



(12/14)

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





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