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THE **CCCV** **NEWSLETTER**

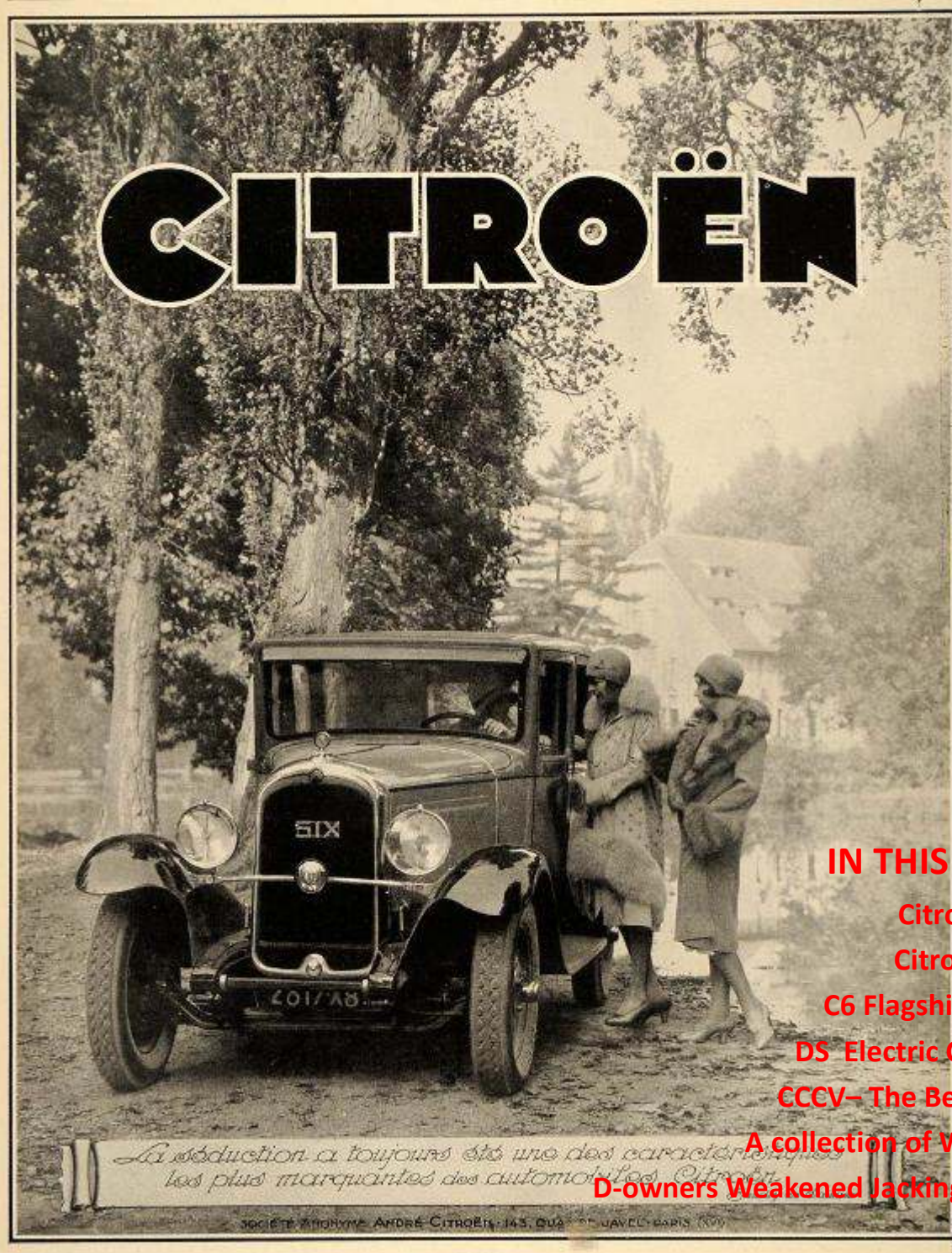
THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

April 2016

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MEMBERSHIP RATE

Metropolitan including printed newsletter	\$ 70.00
Country including printed newsletter	\$ 55.00
Electronic only newsletter for <u>above</u>	\$ 50.00 / \$ 35.00
For 2nd & subsequent members	\$ 15.00

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

CPS 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.

CPS 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>



Some time ago the RACV sent me a photo of a competitor in a very early RACV rally. Dating from the mid-1920s, the photo shows two intrepid women, the Braithwaite sisters I seem to remember, in a 5CV Citroen equipped with a spotlight and two extra spare wheels. The smiles indicated that the women were enjoying the adventure of the rally and certainly any rally in Victoria in the 1920s would have been an adventure.

This started me thinking about the early appeal of the motor car. It gave us independence, vastly increased our horizons and invited us to explore our surroundings in a way that made the journey the adventure. The journey as the adventure was certainly a theme of Citroen's marketing into the 1960s and I remember this was how I enjoyed many of my early outings in my late teens and early 20s at the wheel of my second front Heidelberg ID19.

Not so now. Increased urbanization, traffic density and freeway construction have combined to make journeys by car, whether it be work, holidays or social occasions, local or interstate, exercises in commuting. Any adventure is now in the destination, not the journey.

Perhaps this accounts for the enthusiasm of the four wheel drive fraternity who are quite happy to trek through any old wilderness with the occasional bonus of a spectacular stopping point. The fun is in the getting there.

FRONT COVER

An old Citroen advertisement.
Anybody know the actual model?

Perhaps this is also why people ship their 2CVs half way around the world every four years to wrangle them over mountain and river, forest and desert in Australia for a month or more. All for the fun of the journey. And it IS fun, let me tell you. It is all a splendid antidote to the car as commuting device, especially with the driverless computer-managed car on the horizon. Whoever re-introduced raiding to the world in general and Australia in particular should receive a Nobel Peace Prize for their contribution to world sanity.

Taking the idea a step further, we in the classic car movement have passionately preserved, restored and enjoyed cars from an era of very different philosophy of motoring compared to the one which predominates now. We haven't spent a lot of time restoring and enjoying the motoring environment into which our cars were born.

The four wheel drivers and the raiders have nailed it; and the pre and post Cit-in runs, together with Graeme and Lee Dennes's trips have helped. How else do you think we can recover in our club programmes some of the journey-is-the-adventure experiences enjoyed by the Braithwaite sisters 90 years ago? I'd love to hear from you.

John Parsons.

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.

*The Newsletter proudly printed by Snap Printing
Factory 2, 8 Enterprise Avenue; Berwick.*

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 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 . CCCV welcomes the following new members to our family: Michael Berry , Peter Ruyg, Geoff Brown, Jamie Hewett, David Sutcliffe, Simon Reece, Ian Hazelton and Salman Chaudhry. 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.

Events Calendar		2016	Draft Activities Program	2016		
Mar	2	Club Night -		Jun	1	Club Night– Motor Oils
	4-7	4 Day Grampians Getaway			23	Desal tour (NOTE: Thursday)
	25-28	Citin Echuca.		Jul	6	Club Night-Cylinder Heads
	28	Post Citin run			10	Bastille Day lunch
Apr	6	Club Night—Video & Citin report		Aug	3	Club Night– Social night
	10	RACV British & European show	□		21	Point Cook run with CCOCA
	17	CCCV & CCOCA Concours-Bundoora		Sept	7	Club Night-Classic spares
		See page 7 for details			25	Tech day
May	4	Club Night– 2CV Racing.		Oct	5	AGM & Post Raid overview
	15	Club Run-Warburon-Pub meal.			16	French Car Festival—Seaworks.
	25	The Zen of 2CV Raid 2016 @ CCOCA C/room				Port Melbourne
		Frog Hollow Reserve Fordham Rd Camberwell	□		28-30	Rusty Springs
Monthly 1st- <u>Chit-Chat Tuesday</u> New Venue is Blue Bay Café, 667 Pt Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat.						
Denotes a Non CCV sponsored event. □						
				For more details on club events contact Ian Downie on 0452 411 104		

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 6 Club Night

Video– ICCCR Amherst USA 2002

Speaker- Citin Report



April 17 Sunday

CCCV & CCOCA Concours-Bundoora

See page 6 for full details.

Start polishing you car

NOW!

May 15 Sunday

Warburton Club Run

Sunday 15 May

Meet at the Lilydale Lake car park at 9.45am for 10am departure.

Sightseeing drive in the district then pub lunch (venue TBA).

Watch for details in the May newsletter.

Bookings essential. Phone or SMS Tom Grucza 0431 396 277



May 25 Wednesday

The Zen of 2CV Raid 2016 @ CCOCA C/room Frog Hollow Reserve Fordham Rd Camberwell.

Raid Arnhem 2016 will start in Alice Springs on the 1st of August 2016 and will finish back in Alice Springs about a month later. The Raid route itself is subject to change as the actual survey has not been completed yet. Be prepared for mostly bush camps, national parks and very few camp grounds. From Alice Springs we will travel via the Tanami road, heading west then north through Judbarra national park then to Flora river nature park & on to Katherine. From Katherine we head north to Pine creek. Then through Kakadu national park, to Jabiru. Exploration of Arnhem land follows, the final route is still to be decided but, taking in places such as Cobourg peninsula, Maningrida & Nhulunbuy. We will exit Arnhem via Roper Bar heading south to Limmen national park & Barkly table lands, meeting up with the Sandover Highway back to Alice springs. At this stage approximately 4500 Km. In Arnhem Land we plan to do one days driving followed by a rest day. Daily distances will be manageable & enjoyable throughout the Raid. Cheers Raid...

CCCV June 23Rd THURSDAY Club Run

The June club outing is a tour of the desalination plant at Wonthaggi, followed by lunch at the Wonthaggi Workmen's Club.

The date is Thursday 23rd

June (our first mid-week club run).

We meet at the United service station, Cranbourne South at 9.15am for a 9.30am sharp departure. The tour commences at 10.30 and takes about an hour.

For bookings please contact Don Scutt on 9807 899. Leave a message if the phone is unattended.

White elephant or prudent water supply insurance? Either way, the desal plant is a major piece of engineering infrastructure and as such is worth a visit. You can't visit the Altona refinery so this is a chance to see chemical engineering on a large scale.



CAR CLUBS CONCOURS D'ELEGANCE

When: Sunday 17th April 2016

Where: Bundoora Park

Plenty Road Bundoora (Mel M19,F4)

Gates open 10am ~ 4pm

Cost: Entry \$5 per car

Presentations around 2pm

Your chance to see Vintage, Classic and Current models
– all welcome

All Citroën owners welcome to attend and meet fellow enthusiasts.

Prizes are awarded for current financial club members only.

For further information see www.citroenclassic.org.au or
telephone Max Lewis on (03) 9372 0921 or 0458 993 771

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REDISCOVERING THE OLD HUME HIGHWAY 31

SATURDAY 28TH & SUNDAY 29TH MAY 2016
CAR RALLY FROM MELBOURNE TO ALBURY / WODONGA
GALA DINNER - COMMERCIAL CLUB ALBURY

DINNER ENTERTAINMENT

MARK HAZE - SONGS AND TUNES OF 50'S, 60'S & 70'S / ROBERT MACKLIN - AUTHOR "HAMILTON HUME OUR GREATEST EXPLORER"

SUNDAY MORNING BREAKFAST

GATEWAY LAKES WODONGA - WITH AN OPEN TO THE PUBLIC DISPLAY OF ALL ENTRANTS CARS.

ENTRY FEE - WILL INCLUDE ACCOMMODATION, SATURDAY MORNING TEA, LUNCH, AFTERNOON TEA, 3 COURSE DINNER AND SUNDAY BREAKFAST. ACCOMMODATION HAS SECURE CAR PARKING FOR ENTRANTS.

FOR INFORMATION AND BOOKINGS VISIT WWW.OLDHUMEHIGHWAY31.COM.AU OR CONTACT FRANK BURKE - 0418 272 491



CITROËN AXEL

Citroen Axel

The Citroën Axel was a supermini automobile produced between 1984 and 1990 and developed in co-operation by Citroën of France and Olcit, a joint venture company with the Romanian government. The Axel was a rebadged version of the small Olcit Club hatchback. Four specifications were available: Axel Club, Axel 11, Axel 11R and Axel 12 TRS. They were powered by the air-cooled engines from the Citroën GS/GSA and an air-cooled flat-twin engine from the Citroën Visa. The Axel Club was only available in Romania. The five-door Citroën Visa and the three-door Axel look very similar, but there is no part interchangeable between these two Citroën models.

From 1965 Robert Opron worked on the Citroën G-mini prototype and project EN101, a projected replacement for the 2CV using that car's flat twin engine. It was supposed to be launched in 1970. The advanced space-efficient designs, with very compact exterior dimensions and an aerodynamic drag co-efficient C_d of 0.32, were axed because of adverse feedback from potential clients. The more conservative final design has a C_d of 0.36 (for the Axel 12 TRS, 0.37 for the Axel 11).

The early seventies Citroën Prototype Y, intended to replace the 2CV-based Citroën Ami which dated back to 1960, was originally developed in co-operation with Fiat. It built on the lessons from the Citroën G-mini and EN101 projects. It used the then new and advanced Fiat 127 platform, featuring a transversely mounted engine driving the front wheels, with an end-on gearbox layout that Fiat had pioneered in the 1960s. When cooperation with Fiat ended, a new Citroën-designed platform was planned. After the takeover of Citroën by Peugeot in the wake of the 1974 oil crisis, the renamed "Projet VD (Voiture Diminuée)" became the Citroën Visa, incorporating



the floor pan of the Peugeot 104 and using the advanced 104 engine with the (under-engine) transmission and chassis. It was the first new model under the platform-sharing policy of PSA Peugeot Citroën that continues today. The earlier Citroën LN was no more than a facelift of the Peugeot 104Z "Shortcut" with a re-engine and transmission from the Citroën Dyane.



The Olcit was probably the last design uninfluenced by Peugeot - suspension was by torsion bars as opposed to the MacPherson struts used in the LN and Visa. The dashboard was pure Citroën, featuring the PRN (Pluie, Route, Nuit - rain, road, night) satellites as fitted to the original Visa and the GSA (although on those cars, they were rotated through 90 degrees - the Olcit featured the original configuration as proposed by Michel Harmand).



Eventually, in 1981, the original Citroën platform design from "Project Y" emerged as an Oltecit in Romania, using a Citroën Visa flat-twin engine and Citroën GS-based gearbox, and Citroën GS flat-four engine and gearbox. Beginning in July 1984, it was also sold in Western Europe as the Citroën Axel. Citroën was hoping to recoup money that Citroën had invested in Romania that the communist government couldn't repay. The Axel had been scheduled for an earlier introduction, but Oltecit had been unable to provide either the quality or the quantity expected by their French partners. This project was problematic for Citroën due to productivity and build quality issues and 60,184 cars were made, even though the base models were priced below the 2CV in Western Europe. The Axel was never sold in the UK.

When launched in France, Citroën acknowledged that the Axel was a competitor of their Visa. However, that the Axel only had three doors and was of a simpler, more robust design was considered enough to offset any possible loss of (already shrinking) Visa sales. The four-cylinder Axel 11 was 10 percent cheaper than a two-cylinder Visa in the French market. It also had a particularly low rear loading height, which, with its sturdy, basic construction, contributed to being particularly well received by farmers and denizens of smaller towns.

Article supplied by Tom Grucza

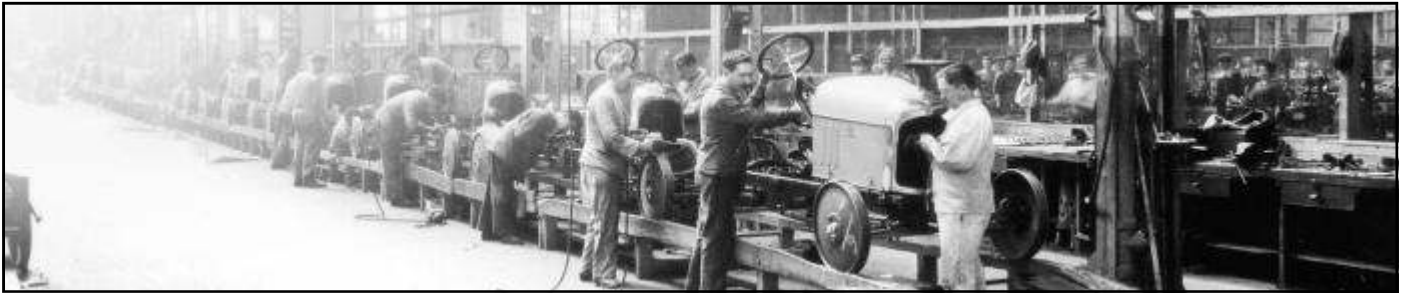


M. Manea Manescu, premier ministre de la République Socialiste de Roumanie, signe le livre d'or de l'usine d'Aulnay-sous-Bois. A gauche : M. George Taylor, président du Directoire des Automobiles Citroën

Mr. Manea Manescu, Prime Minister of the Socialist Republic of Rumania, signing the Visitors' Book at the Aulnay works. Left: Mr. George Taylor, chairman of the Automobiles Citroën Directorate.

(Photo Guyot Citroën 30.12)

Version	Engine	Power.	Max speed.
Club	652 cc flat-2 air-cooled	34 hp (25 kW) @ 5250 r/min	121 km/h
11R	1129 cc flat-4 air-cooled	57 hp (43 kW) @ 6250 r/min	150 km/h
12 TRS	1299 cc flat-4 air-cooled	61 PS (45 kW; 60 hp) @ 5500 r/min	158 km/h



Citroën U23

The **U23**, or **Type 23**, was a light (2-ton) truck introduced by Citroën in 1936. Although the engine cowl-ing and front body was looking similar with the Citroën Traction Avant's, the U23 had a conventional rear-wheel-drive transmission.

The production lasted for a very long time, from the late 1930s to the early 1960s. One major customer was the French military, who ordered large quantities of **Type 23s** after the declaration of World War II. At the time of the German invasion, more than 12,000 **Type 23** had been delivered in less than ten months.^[1] About 6000 Citroën U23 were pressed into German service after the French defeat of June 1940.^[2]

There has been two distinct body styles, since the U23 underwent a major restyling in the fifties. The Citroën U23 was replaced by the Citroën 350 to 850, also called *Belphegor*.



Plateau de 1951.



Citroën U 23 1958 en version PTT



Autocar 1947.



D-Owners Beware of Weakened Jacking Points



Don Bergman is never short of practical advice and suggestions regarding technical tips when it comes to D maintenance. He advises owners to periodically and thoroughly check the integrity of the jacking points, in particular at the front. If you use an extension piece that slides into the jacking tube you are relying on the strength of that mount alone. If there is a failure due to corrosion or metal fatigue serious consequences could result. After all, the Ds are now 40+ years old. In browsing the 1984 October edition of the Citroenian this short unsigned article was noticed and has particular relevance to Don's point albeit 30 years later:

F a i t h f u l t o T h e L a s t

1. Late as usual, so doing 70mph with our old DS Safari. Funny noise – like a tractor over a hedge. Seems to be following us along. Has something caught in the fan?
2. Better slow down and see. Pull up and get out. Front tyre

has blown and shredded round the rim. Must have driven half a mile with it like that.

3. Flashers on. Lever to jack-up position. Tools and spare from under the bonnet. Loosen wheelnuts. Chassis stand in position. Lever to fully down. Wheel off, new one on. Car back to running order, tools away, zoom, off again – four and a half minutes.

4. Sad sequel. Two new tyres. Jack up car at home to put them on. Chassis stand in position. Raise wheels. Loud bang, car falls over, rending of metal, window in door explodes. Survey terrible scene in horror, restrain mad impulse to go and kick in the headlights as well.

5. Investigate. Jacking point has given way, tearing side out of box section. Poke with finger – all turned to cornflakes. End of line for poor DS. Obviously mortally sick – but could have killed us when tyre went at 70mph. could have collapsed at side of road, maybe trapping me, and in any case needing recovery vehicle to get home.

Instead, faithful to the last – dies when duty done!
Article from Tom Grucza.

CCCV — The Beginning

Citroen Car Club of Victoria – The Real Beginning.

CCCV was formed in 1965. At least that's what we have long believed. It may come as a pleasant surprise to members that the formation of the original Citroen Car Club of Victoria

dates back to 21 December 1925. That's according to an article printed in "The Car" magazine dated February 1926. The club was disbanded at some time for which we have no records and we would welcome any information members may have about CCCV from that era. Here is the excerpt from that edition:- Tom Grucza

In response to repeated requests from Citroen owners for the formation of a club, at a meeting held on December 21, it was unanimously decided to form the Citroen Car Club of Victoria, and a committee was duly appointed. The patron is Mr W Crowle, Australian Citroen factory representative; President, Dr W G Cuscaden; Vice Presidents, Messrs Robert Jones and H T Curtis; Honorary Secretary, Mr P Iddles; Committee, Messrs Cree, Walch and Bier, Mrs Cree and Miss Curtis.

The meeting was characterised by general enthusiasm, and the proposal to actually form the club received staunch support. It was

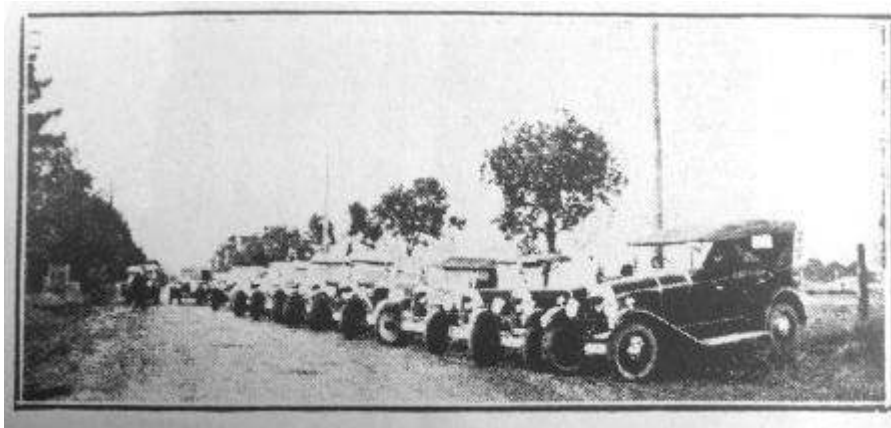
decided to hold the first run early in January, and to arrange and to arrange a programme for the year in which similar runs and arrangements of a social nature would be included.

On Sunday, January 17, the Citroen Car Club held its opening run to Mornington. Over twenty cars moved off from the Citroen show rooms, in Franklin Street, and this number was increased to just on forty cars by members joining up subsequently. The cars travelled in splendid formation. On arrival in Mornington, the cars

parked together at the oval, members of the party, well over one hundred people, gathering for lunch. Lunch over, the party was entertained at a fault finding competition, a fault being made in one of the cars, which made it impossible to start. Each competitor in turn set about finding the fault, he who did so in the shortest time being adjudged the winner.

While this event was in progress all the cars which took part in the run were examined and points awarded for the best kept car, consideration being given for the age of the car and the mileage done. This examination will be conducted on each run, and the owner having the highest number of points at the end of the season will be presented with a gold "Citroen" medal, donated by Preston Motors Pty Ltd. At the conclusion of events, members bathed or went for walks or drives, according to inclination. After tea the party again assembled and began the journey

homeward, the long procession of cars creating considerable interest as each car carried a pennant in the club colours bearing the words "Citroen Club."



The fine happy spirit which prevailed, coupled with the enthusiasm displayed by the members, made it a memorable opening run.

The next run will take place on Sunday February 14 to Christmas Hills, and it is hoped that all members will reserve this date. The party will assemble at the Citroen showrooms in Franklin Street Melbourne at 10am, will pick up at Clifton Hill railway gates, Heidelberg Road at 10.45am – 10.50am, and at Heidelberg in Burgundy Street, near station at 11.5 – 11.10am

PSA Peugeot Citroën delivers €1.2bn on back of successful turnaround plan



French carmaker hits medium-term goals early in the wake of 2012 bailout

PSA Peugeot Citroën said on Wednesday it would consider paying a dividend for 2016 after reaching its medium-term targets ahead of schedule, helped by cost cuts, price increases and a recovery in European demand.

Following a successful turnaround plan on the back of a €3 billion bailout in 2012, the French carmaker said its automotive division hit a 5 per cent operating margin, a goal it had set for 2019-23.

The turnaround has been engineered by Chief Executive Carlos Tavares who said: “I am delighted with this collective success. It puts our company back in the race and proves its potential.”

The company posted a full-year net profit of €1.2 billion, reversing a €555 million loss in 2014. Group recurring operating income more than tripled to €2.7 billion.

Tavares overhauled Peugeot in the wake of the bailout which saw the French government and China’s Dongfeng each buy 14 per cent stakes. Tavares pledged to cut labour costs, inventory and model line-ups to restore profitability. PSA said it would not pay a dividend for 2015 but that a dividend policy “in line with sector practices” would be proposed from the 2016 financial year.

- Reuters

Citroën E-MEHARI styled by Courrèges Concept Car!

At the Geneva Motor Show, Citroën will unveil E-MEHARI styled by Courrèges Concept Car, the result of a collaboration between two figureheads of French creativity.

Some 50 years after Méhari first appeared on the scene, in May 1968, two visionary French brands team up on an exciting project: Citroën E-MEHARI styled by Courrèges Concept Car. It’s based on Citroën E-MEHARI, unveiled in December 2015. Citroën E-MEHARI is an all-electric four-seater cabriolet. It’s fun, modern, environment-friendly, and eminently true to the values of creativity, freedom and optimism that Citroën has been advancing since nearly a century ago.

With this project, both partners are expressing a desire to explore new designs, using future materials to come up with creations that combine outstanding beauty with practical usability. It’s a quest for modernity, for a radical departure from classic norms, but firmly rooted in real life as it is lived, with a touch of sports like elation and a strong sense of poetry.

This partnership yields a concept car with abundant energy, bathed in light, open to the world outside, and powered by an innovative lithium metal polymer battery. The result is Citroën E-MEHARI styled by Courrèges Concept Car, with its focus on the colour white, true to both Méhari spirit and the inimitable Courrèges style.

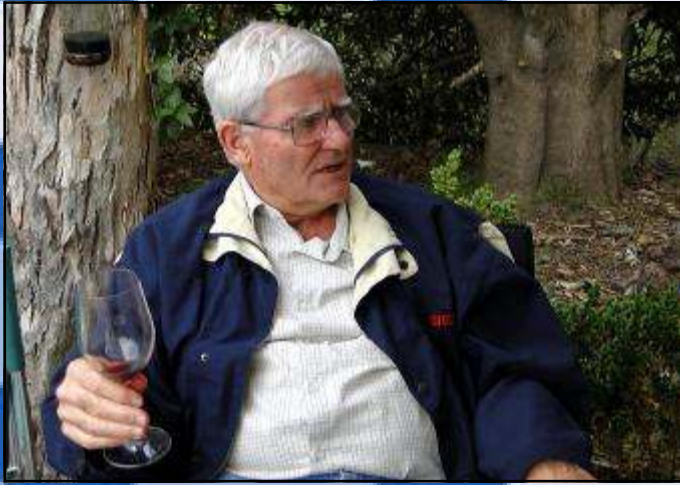
Citroën E-MEHARI styled by Courrèges Concept Car stands for joie de vivre. Beauty is ably backed by usability to open up a whole new alternative angle on motoring pleasure, rooted in one of the essential values shared by Citroën and Courrèges: optimism!



Citroen UK

Venus

20



Joy riding o



A long lunch.



Venus Bay

16



Don's steam boat.



Our annual get together at Don and Dee Scutt's property at Venus Bay in February 2016.

The ladies above, helping Dave Rogers with his blow up tent. This is a great tent only requiring the four corners of the floor to be pegged to the ground, then blowing up two channels with a pump; after which it is free-standing.



All the crew smiling whilst enjoying the hospitality of Dee and Don Scutt. Judging by the guys, they have been tucking into the food.

Peugeot to Produce 3 New Models in Iran



TEHRAN (FNA)- Peugeot Vice-President for Africa-Middle East Jean-Christopher Quémard said his company will take part in a joint venture with Iran to produce three new models.

"The production of the present models of Peugeot automobiles will continue, but three new ones will also enter Iran's market in the near future," Quémard said, addressing an international conference on auto industry on Monday.

He reiterated that his company has signed an agreement with Iran Khodro on technology transfer to the Iranian auto manufacturer which will come into effect in mid-2016.

Quémard noted that Iran Khodro and Peugeot will launch the joint factory in 2017, and added, "Peugeot 301 and Peugeot 208 will be produced between 2015 and 2016 for export and Peugeot 301 will be presented to the Iranian market in 2018."

He underlined that a six-speed gearbox has been designed for the Iranian market and a PSA platform has also been designed on the basis of which Iran Khodro will produce cars.

During Iranian President Hassan Rouhani's state visit to Paris, PSA Peugeot Citroën and Iran Khodro signed a joint venture agreement to produce latest-

generation vehicles in Iran.

The contract targets at creating an Iranian-French JV with direct financial investment of Peugeot in Iran, transferring technology, producing up-to-date

Peugeot cars and using the capacity to export JV products across the Middle East and North Africa.

This joint venture lays the foundations for a strategic partnership between the two companies. Based on this agreement up to €400 million over the next five years will be invested in manufacturing cars in Iran and the investment will contribute to facilitate the development of a competitive manufacturing base for producing, launching and marketing Peugeot 208, 2008 and 301 models, fitted with latest-generation engines.

Hashem Yekehzare IKCO CEO said in this respect, "IKCO and Peugeot will soon set up a new JV company which will manufacture latest-generation Peugeot vehicles based on a platform that will also be used by Iran Khodro to develop its own vehicles."

He also added IKCO would take advantage of these products' export market in the Middle East and North Africa (MENA region).

Referring to the current number of 4 million Peugeot cars on the roads in Iran, IKCO CEO claimed, "Some Peugeot cars are already being manufactured in IKCO and this new cooperation agreement will provide the ground for supervising the production of these cars besides reinforcement of after-sales service."

Commenting on this new agreement, Carlos Tavares, Chairman of PSA Peugeot Citroën's Managing Board, said: "This strategic agreement turns the page on the period of international sanctions and enables PSA and Iran Khodro to start a new chapter in their cooperation history. Our shared ambition is to offer our loyal customers high-tech products to deliver mobility that meets the highest comfort, safety and environmental standards."

In the meantime, IKCO and PSA published a new press release after signing this cooperation agreement as saying, "Coming one week after international sanctions were lifted, this agreement marks the beginning of a new chapter for both partners. The agreement, which will be backed up by technology transfers and significant levels of local content, will come into effect once it is implemented, i.e., around mid-2016. The first vehicles will roll off the production line at the Tehran plant in the second half of 2017."

According to Yekehzare, the strategic partnership with PSA will serve as a unique platform, for both parties to capitalize on each other's competitive advantages; especially given the scale, technology and long term outlook that the parties are able to bring to their cooperation, bringing cost effective and the best automotive technology to the customers.

The Iranian market reached a peak of 1.6 million vehicles in 2011. It is supposed to regain this level within 2 years to reach 2 million vehicles a year by 2022.

Iran is a key component of PSA development strategy in the Middle East & Africa region, which is PSA Peugeot Citroën's third-fastest growing international market.

Citroen ready to unveil new C6 flagship for China, first shows a sketch

Dongfeng Peugeot-Citroën has decided to tease the Chinese market about the upcoming introduction of the new generation C6 top of the line model, which should become official in the near future.

The French automaker has decided the C6 nameplate has enough stood unused – though they are treating it to a small size release – the model will be solely offered in China (not really small release since we're talking about the biggest auto market in the world). We have a teaser depicting the model through a designer's sketch and from the rumor flying around the mill we've been tipped about an April presentation during the Beijing Auto Show. Apparently the pre-production of the model is already under way locally in China and Dongfeng Peugeot-Citroen will kick off regular production for customer orders sometimes during September. The C6 revival will be deploying PSA's EMP2 platform and has been rumored to employ turbocharged 1.8- and 2.0-liter gasoline engines. These versions might be joined at a later date by an eco-conscious hybrid variant – but there's no official confirmation regarding this version just yet.

Chinese customers looking to float on the highway will be disappointed because we're betting the proprietary Hydractive 3+ hydropneumatic suspension will not be part of the menu after PSA said it would ditch the technology for being too expensive to develop anymore. An even more luxurious version of the model, sold under the DS Automobiles brand as the DS9 is also expected to reach China sometimes in 2017 – with manufacturing taking place at the Changan PSA joint venture.



A Collection of Woodyies

Nick Alexander, a BMW dealer in Los Angeles, worked on building this collection of woodies for nearly 12 years. The cars have been located just south of downtown Los Angeles.

Phillips sold the collection at a special auction in August, 2009 at Pebble Beach, saying he wanted to focus more on his ranches and horses.

RM Auctions handled the sale of the collection. The properly restored and/or preserved collection of 52 cars brought 7.3 million dollars by the time the last gavel struck. A 1946 Ford Deluxe Sportsman convertible brought \$275,000



Auction Day

Peugeot Citroen reveals 'real-world' fuel consumption



By Tangi Quemener

Leading French automobile manufacturer PSA Peugeot Citroen published Tuesday "real-world" fuel consumption figures for three of its diesel cars, seeking to win over wary customers after the Volkswagen pollution cheating scandal. Peugeot Citroen said the initiative was a world first, launched in the aftermath of German rival Volkswagen's admission last year that it had fitted 11 million diesel engines worldwide with devices that fool official pollution tests.

"We were obviously shocked by what happened with Volkswagen-gate and in some way, like the profession, the whole automobile industry, we were affected by the situation and deeply upset," Carlos Tavares, chairman of the group's managing board, said on the sidelines of the Geneva International Motor Show.

"It was important to safeguard our customers' trust in relation to knowing their automobiles' consumption," he told a conference.

The French car maker said the results were based on tests designed by two environmental groups, Transport & Environment and France Nature Environment.

The cars were driven on public roads in town, outside town and on motorways near Paris in "real-life" driving conditions with passengers, luggage, roads with hills and the air conditioning switched on, Peugeot Citroen said in a statement.

"Peugeot Citroen is the first car maker to adopt such an approach," the company said. Peugeot Citroen promised to reveal the real-world fuel consumption results for 30 models "before summer 2016".

- 'Learn from past mistakes' -

As expected, all the "real-world" fuel consumption figures exceeded the results of the existing official laboratory-style New European Driving Cycle (NEDC) tests, which were thrown into question by the Volkswagen scandal.

The "real world" tests showed:

- A medium-sized sedan Peugeot 308 consumed 5.0 litres for 100 kilometres, compared to just 3.2 litres in the NEDC tests;
- A Citroen C4 Picasso people carrier drank 5.6 litres for 100 km, compared to 4.0 litres in the NEDC tests;
- And the premium subcompact DS 3 used 4.9 litres over 100 km, compared to 3.6 litres in the NEDC tests.

All three cars were equipped with 1.6-litre, 120-horsepower engines with manual gearboxes.

New official tests called the Worldwide Harmonized Light Vehicles Test Procedures, aimed at better measuring real-world fuel or energy consumption and pollution emissions are being defined for introduction in 2017.

For now, the official NEDC tests are the only recognised thermometer for car performance in Europe, said Gilles Le Borgne, head of research and development at Peugeot Citroen.

"If others want to join our initiative we would be delighted," he said, adding however that no other manufacturer had shown interest in doing so.

Peugeot Citroen first announced the real-world testing initiative in November last year, two months after the Volkswagen cheating scandal broke.

Volkswagen admitted the existence of the illegal cheat software on diesel engines which limits the output of toxic nitrogen oxides during emissions tests by regulators.

But when the vehicles are in actual use, the software allows them to spew poisonous gases far above permitted levels.

Volkswagen chief Matthias Mueller called in Geneva on Monday for his company to "learn from past mistakes".

In 2015, VW's own-brand sales fell five percent to 5.82 million vehicles worldwide, the first decline in 11 years, the company has revealed. On top of lost earnings, VW is facing a barrage of legal complaints related to the scandal.

It Took 800 Hours To Design this 400 HP Electric Concept Car's Interior Alone



The interior alone on the DS E-Tense took, as the now-distinct luxury brand from Citroën claims, 800 hours to design, test, and produce. I believe it. This thing looks amazing.

It has all sorts of weird triangle holes good for staying lightweight and probably collecting lots of dust.

The whole style is bonkers.

DS claims the car has 402 horsepower and 381 lb-ft of torque, good for a sprint from 0-60 of 4.5 seconds. The chassis is carbon fiber, says Citroën, which also claims the car will have a 193-mile range, up to 224 miles if you stick to driving in the city.

Those figures aren't what excite me. Who even knows if this car will be made, or if Citroën just built this thing as a preview of what their future DS designs will look like.

DS claims the car has 402 horsepower and 381 lb-ft of torque, good for a sprint from 0-60 of 4.5 seconds. The chassis is carbon fiber, says Citroën, which also claims the car will have a 193-mile range, up to 224 miles if you stick to driving in the city.

But just take in the rear end of the car. It's complicated, but it's sleek and tapered and almost graceful.



Jalopnik

Raphael Orlove 26/2/2016 Filed to the Geneva Motor Show

Sales and Wants

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1978 Citroen GS Pallas

2/16



1978 Citroen GS 1220 Pallas for sale, great for parts. Car has a 4 speed manual, is unregistered, in average condition, some rust, otherwise a complete car with all parts working and still driveable, but would best suit being picked up by a car trailer. Vin/Chassis No. 0647054613. Car located in Kialla VIC, near Shepparton, approximately 2 hours north of Melbourne. Price \$200 cash, pickup only.

Contact: Eric mob: 0418 303 270 or e-mail: heycharger1@hotmail.com

2002 Citroen C5 HDi

2/16

2002 (reg 2003) Citroen C5 auto diesel 6cyl 3.0L 5 seat. 142,600 kms Reg end Oct 16. Euro luxury & reliability. Citroen hydro pneumatic suspension. Excellent condition with no rust, only a small issue with headlights – may need a new switch. Very comfortable, beautiful car with wood-grain dash & quality Citroen extras. A bargain at \$3200 negotiable without RWC. Reg WSA 311. Location is Berwick, Victoria. South east of Melbourne. Contact vicki.keddie06@gmail.com



Parts Cleaner

I have approx 80L of heating oil in a drum and can decant into smaller containers if necessary to share it around. The oil has low volatility and is an ideal for cleaning oily parts. No charge. If interested please contact Tom Gruzca 0431396277 or badjatom@gmail.com.

WANTED

I'm looking for some pieces for a D Special. It has a tan targa vinyl interior: LHS rear door card, Rear seat and RHS interior "C" pillar panel

Contact Michael Berry michael@hbtagency.com.au



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For Sale:

12/15

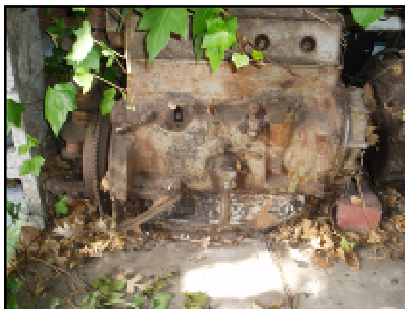
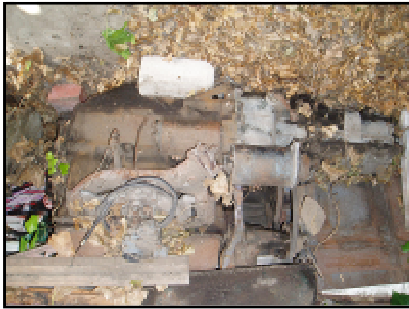
Set of 4 Rudge-Whitworth 15 inch wire wheels supplied as an option on pre-war English Tractions. See picture. Location: Brighton, Victoria.

Price: By research and negotiation due to scarcity.

Contact Lembit Marder on 0400 155 779 or at lembit@marder.org

Also available at no cost from the same source: several early traction engines including one engine and transmission from an 11B Normale. See pictures below.

These are located in Hawthorn and collection is urgent due to imminent settlement date for the sale of the property. The body of the 11B is also available but it is located in Castlemaine.



2008 Citroen C5 HDi Sedan

2/16

This is a limited edition 2.2L twin turbo HDi Sedan.

Registration: WDB-947, 179,000 kms.

One owner, full service history, gold metallic with grey leather trim. Sun roof and tinted windows.

12 months registration. Good clean car. Asking \$8,500. The vehicle is in Traralgon, Vic.

Contact Peter Wight: lynw@nationaltilestraralgon.com.au



1989 Citroen BX 16V

2/16

Eng No 08001918 RUST FREE. Car is club registered and passed recent RWC. Also regularly driven and always garaged.

Mechanically excellent. Body work also excellent but for the usual fibreglass bumper cracks. Interior is terrific except for the notorious dashboard cracks! All suspension well maintained. A rare, high performance car, with superb suspension, having a Bathurst class victory in late 80's and 12 hour endurance victories. (Try to find one on Carsales etc). Also with many spares, including 4 factory mags and good tyres}

Sold "as is" **Now reduced to \$3,2000 ONO.** Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.



Sales and Wants

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1985 Citroen CX 2500ie GTi

2/16

Eng No 1CW1Y000403 RUST FREE. Car is club registered and passed recent RWC. Regularly driven and always garaged.

Mechanically very good.

elin TRX all

round. Interior is also very

with fitted sheepskin front

covers over leather squabs

need leather work for con-

cours. Radio console and 2

cards need work but there are many, many spares, including these

items.

SOLD

Mich-

good

seat

which

door-



Citroen CX Parts Car

2/16

1985 CX 2500ie auto car for great spares. White with blue fabric interior. Has been partially cannibalised, for good reasons, but has an excel-

The gearbox is u/s ,except in

straight and rust free. There is

nothing "terminal". Factory Mag

Chrome bumpers are excellent

exception of nearside headlight

tor. Must take a look! Pick a part or make an offer on the car (It could be a very

restoration).

SOLD

lent motor ,with cruise control.

reverse, bust most panels are dead

superficial rust on some panels but

wheels and tyres are very good.

and all light are unmarked with the

which has some rust in the reflec-

restoration).

For Sale.

4/16

"Hercule" the Citroen Special 2CV is small and delightful. He represents great value at \$19,995. He has al 0.6 litre engine and comes with enough seats for 4. "Hercule" is a 1987 convertible.

The vehicle registration, IFS-7FP, is paid for the next 8 months until end of Sep

2016. Only travelled about 100,000. Comes with a roadworthy certificate. He

has been rustproofed after being imported from England in the 90's.

We have most of the receipts for work done on him in the last few years, al-

though we have only owned him for a year. Also we have the original

books. "Hercule" is in excellent condition and has a Charleston colour scheme.

The car is in the Latrobe Valley.

Contact John Butler jvbutler@bigpond.com PH: 0427955588





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