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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

August 2016



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PSA self driving car

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Exotic company for a 2CV

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Citroën Advanced Comfort® Lab

CITROËN CAR CLUB OF VICTORIA Inc.

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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. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should 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

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**. See note below.
2. If the car has modifications beyond those normally allowed 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), then the 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. The car owner provides **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 advises 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>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

Note: Both our CPS secretaries travel a lot. Please contact them before sending papers for signature to avoid the possibility of them sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



Vice President's Report by Tom Gruzca.

By the time you read this the Raid will almost be under way. Our president, John Parsons, along with 126 participants in 69 2CVs will be on their way for the official start in

Alice Springs at the end of July. Many of these hard core Raiders have "been there and done that" and about to experience the challenges again but it's the first timers we would welcome hearing about. We expect to get periodic despatches and trust all will go smoothly. Watch for updates on our website. Whilst the Raid is in focus now another is being planned for NZ in 2018. Preliminary details are in this edition and on the web.

There was a packed house at Shannons showroom for their recent Winter auction. Amongst the dozens of classics, some valued well in excess of \$100k, stood a sweet 1977 GS Pallas. This was the restored car that Andrew Smith and Michael Sparke completed for Daniel Flinn who tragically died in a plane crash. Whoever won the bid at a good price got themselves a beautiful example of one of Citroen's iconic cars. Let's hope we see more GS's being restored and enjoyed. See the auction results on the Shannons website.

For those of us with Citroens that are a bit dated new model releases are sometimes of academic interest. You have to look hard these days to pick the chevrons in a passing Citroen since the traditional double chevrons have been bent into new forms and shapes that have perplexed many and left some wondering what has become of this famous marque. Where is the edgy technology and design of past decades? With the arrival of the distinctive Cactus it was timely that we had a closer look at this latest offering from the Citroen stable. Being a showroom tyre-kicker gives a degree of satisfaction but there's

no substitute for a test drive. Three of our committee men took the new Cactus on a road test recently and you can read about that in these pages. It is a very impressive car but your writer suggests you take it for a spin and see the new innovations that might entice you to update your daily driver.

If any of our members have road tested the Cactus or indeed the latest DS offerings let us know of your experiences. Our editor would welcome any contribution. In fact, anything of interest to our readership whether repairs, restoration reports or anecdotal remarks would be much appreciated. On a lighter note here's a question that may provoke a letter to the editor. A committee person who shall, for the moment remain nameless, has a dining room table covered in DS fuel injection parts and body panels leaning up against walls in the lounge room. This appears to reflect an intimacy with car parts and a degree of domestic latitude most of us can only marvel at. What do you get away with in your household? Let us know.

For those of you who attended the July club meeting with the express purpose of hearing special guest speaker Basil Kier talk about cylinder head repair and reconditioning we apologise for his absence. Being stuck in a massive traffic jam made it impossible for Basil to be at the meeting in reasonable time but we hope to have him at our September meeting so please pencil this in on your calendar. Whilst you are licking the end of your pencil mark the booking deadline of 15 August for the club run to Arthurs Seat car museum and Tyabb Antique Packing House to be held on Sunday 21 August. Should be a good one.

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

Club members review the Cactus in this issue.

Photo: John Fedorko

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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: David Bonsall and Maxwell Costello . We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l.

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

Events Calendar		2016	Draft Activities Program	2016		
Jun	1	Club Night– Motor Oils		Oct	5	AGM & Post Raid overview
	18	Restoration Seminar-Details page 7	□		16	French Car Festival— Seaworks
	23	Desal tour (NOTE: Thursday)				Pt Melbourne Entry @ \$10.00 per car
Jul	6	Club Night-Cylinder Heads—Headworks			21-23	RACV Motorclassica
	10	Bastille Day lunch			23	Club Run TBA
Aug	3	Club Night– Social night			28-30	Rusty Springs □
	21	Run to Arthurs Seat car museum				
Sept	7	Club Night-Classic spares		Nov	2	Club night– Buy-swap-sell
	25	Tech day -Garth Harris place				Club Run- Date TBA
				Dec		Xmas BBQ @ Frog Hollow Reserve
						Date TBA
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.				2017	Apr 14-17	Citin in Smithton Tasmania
				2018	Mar 30-Apr 2	Citin in Dalby Qld.
				For more details on club events contact		
				Ian Downie on 0452 411 104		
Denotes a Non CCV sponsored event. □						

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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	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

Autos, Antiques & Ambience – August Club Run

Sunday 21 August



11.00am Meet at Charlie's Auto Museum 175 Purves Rd, Arthurs Seat. Entry fee: \$15. Cafe on site for morning coffee.

12.30pm Depart Arthurs Seat for Tyabb. About half an hour's drive.

1.00pm Lunch at "Hart of Tyabb" in the Tyabb Packing House Antique centre at 14 Mornington-Tyabb Rd, Tyabb

After lunch Take more time to look over the antique displays then head to Coolart Estate winery at your leisure for wine tasting and sales. Visit their plant nursery and enjoy a leisurely afternoon. Coolart Estate is about 10 minute's drive from Tyabb. Coolart at 427 Coolart Rd Sommerville, Somerville.

Bookings Essential by 15 August 2016.

Contact Tom Gruzca SMS or phone 0431 396 277 or badiatom@gmail.com



Citroen Technical Day
Sunday September 25th 2016
Starting around 10.0 am



For New



For Old



For very old

- * Use of 4-post hoist
- * Sphere regassing (LHM only)
- * Some workshop facilities (BYO tools)
- * Free electronic diagnosis by Autologic Diagnostics (for Citroens with computer link)
- * Barbecue, free sausage sizzle, tea and coffee
- * Garth's car collection (Citroen DS, SM, CX, AMC Javelin, Pontiac Corvette, Ferraris)

RSVP

Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

October 16 2016

French Car Festival

The French Car Festival will have approximately 300 display vehicles from Renault, Peugeot, Citroen but also marques such as Bugatti, DeLage, Simca, Talbot etc. Set at the Seaworks Maritime Museum the event provides something for the whole family. Come and see Gabriel Gate do a cooking demonstration or some of the food and wine on offer. Next door will be the Williamstown market and you can also visit the HMAS Castlemaine or Sea Shepherd ships (if in port). French cars have a fabulous history in Australia and this show will showcase the entire gambit from very old to current models.

Gold coin donation for the public or \$10 to display.

Display vehicles to arrive from 8am. Public gates open at 9am.

SEAWORKS

WILLIAMSTOWN

POST CIT-IN RUN - 2017



This preliminary information is being provided to assist you with your planning for Cit-In 2017

See CCCV July Newsletter for full details of Cit-In 2017

Grahame Vaughan, on behalf of the Citroen Car Club of Tasmania, is organising a Post Cit-In Run and has indicated that the dates will be 17- 25 April 2017.

The Run will possibly include:

APRIL

17, 18	Strachan	2 nights
19, 20, 21	Hobart	3 nights
22, 23	Bruny Island	2 nights
24	Bicheno	1 night
25	Launceston	1 night

Grahame is hopeful that the route will be finalised and the accommodation schedule be available at the end of September 2016.

CCCV members will be advised when they become available.



RAID NEW ZEALAND - 2018



"It's anticipated that during February and March 2018 a tour, or RAID, of New Zealand will take place using Citroen 2CV vehicles. Bringing your own car to NZ you will tour both islands in just over 30 days and finish each day's driving at cabin or motel accommodation (you may camp if you wish). The timing allows for Australian's to get back in time for Cit-In 2018.

Check it out here. <http://www.raidnz.com.au>"

Electronic Ignition Conversion Kit for Ducellier 4-Cylinder Distributors

by Prakash Raja



1965-72 4-cyl DS21 109cv 4155 Ducellier – Hot-Spark product # 3DUC4U1

1965-72 4-cyl Pallas 105cv 4176 Ducellier – Hot-Spark product # 3DUC4U1

1933-57 4-cyl Traction Avant 11 Ducellier – Hot-Spark product # 3DUC4U1

Including a compatible **Beru Germany Blue Coil** it can be had for, \$100 US plus shipping.

Just letting Club members know that I came across this Electronic Breakerless Ignition product similar to the 123 system but this one installs in an existing Ducellier distributor and is about 1/3 the price. This Electronic Ignition Conversion Kit called Hot-Spark is for 4-Cylinder Vacuum-advance Ducellier distributors used in Citroën, Peugeot and Renault.

I came across it purely by accident as I was looking for a schematic for my 2 litre CX sedan, as it too has a similar distributor, only I am unable to get any service info for it.

I do have the full service manual for both the CX 2L and the 2.2L. Both models use carburetors. They are non fuel injected, using what's known as a Douvrin engine. These engines are an all-aluminium inline-four designed in the early 1970s and produced from 1977 to 1996 by *Compagnie Française de Mécanique*, a joint-venture between PSA and Renault located in the town of **Douvrin** in northern France. It was designed by the engineer **Jean-Jacques His** (father of Formula 1 engines from Renault and Ferrari). The Douvrin engine is also referred to as the ZDJ/ZEJ engine by Peugeot, and as the J-type engine by Renault.

In the CX the Douvrin engine is placed transverse. The same engine was used in the Renault Fuego, only in the Renault the engine was mounted in a longitudinal fashion. All the components are very similar.

More info on Hot-Start can be found here:
<http://www.hot-spark.com/1-3DUC4U1.htm>

Ed Note: Pertronix offers a similar product as do many other manufacturers. Pertronix info can be found here: http://www.pertronix.com/catalogs/pdf/ptx/2015/ptx2015_ignition_conv.pdf.

Citroën Articles, CITROËN NEWS & EVENTS
7th July 2016



Here is the Hot-Spark compatibility chart for Citroën models:



Citroën:

1965-66 4-cyl ID19 80cv 4944, 4175 Ducellier – Hot-Spark product # 3DUC4U1

1965-67 4-cyl DS19 90cv 4169, 4177A Ducellier – Hot-Spark product # 3DUC4U1

1966-70 4-cyl ID16 90cv 41401, 4188 Ducellier – Hot-Spark product # 3DUC4U1

THE “CITROËN ADVANCED COMFORT ® LAB”: UNEQUALLED DAMPING QUALITY

The “Citroën Advanced Comfort Lab” focuses on one of the many and varied aspects of comfort. Designed to filter out bumps and dips on the road, it groups Citroën innovations in this field. When a car drives over a bump or dip, the effect is passed on to the cabin and the occupants in three stages:

1. the suspension takes action
2. the vibrations are transferred to the body
3. the vibrations are felt by the passengers through the seats.

Reflecting this process, the Citroën Advanced Comfort Lab’ prototype features three innovations, one for each form of transmission, in order to reduce the vibrations felt by the occupants and thus significantly improve driving comfort. Citroën has filed more than thirty patents for the technologies implemented by this prototype, but they were all developed to be applicable, from both a cost and production standpoint, to all the vehicles in the Citroën range.



a) Suspension systems with progressive hydraulic cushions

Citroën also has proven expertise in the field of running gear. For over 95 years, the development of comfortable suspension systems has been part of the brand DNA. Over the years, customers have become attached to the comfort delivered by Citroën, which is unlike anything else on the market. Drawing upon its experience and the know-how of its engineers, Citroën has developed a new suspension system, designed to improve damping while maintaining the key brand characteristics valued by its customers.

The operating principle is simple but the result impressive. Whereas a conventional suspension



system comprises a shock absorber, a spring and a mechanical stop, Citroën’s system adds two hydraulic stops – one for rebound and one for compression – on either side. In this way, the suspension functions in two stages depending on input:

- in cases of slight compression and rebound, the spring and shock absorber work together to control vertical movement without needing the hydraulic cushions. However, these stops endow the vehicle with greater freedom of articulation to deliver a “flying carpet” effect, creating the impression that the car is flying over any bumps and dips in the road;
- in cases of more significant compression and rebound, the spring and shock absorber work together, bringing in the compression or rebound hydraulic cushions at the end of travel. These stops gradually slow the movement down more strongly to avoid quick stops at the end. Unlike a conventional mechanical stop, which absorbs the energy then partially returns it, the hydraulic cushion absorbs and



dissipates the energy. As a result, there is no rebound. With this innovative technical solution, the Citroën vehicles of the future will deliver an exceptional level of comfort specific to the brand, and always

appreciated by its customers. This refinement will not be reserved solely for executive vehicles but will also be available on the city-car segment and in all markets.

b) Structural body bonding

When the suspension has completed the damping process, the energy created by the irregular road surface is transferred to the body. The use of the structural bonding technique will significantly reduce this occurrence thanks to a global stiffness input. Using an industrial process specific to Citroën, the structural parts of the vehicle are bonded together using a discontinuous line of adhesive. An electrical welding is positioned wherever the line of adhesive is interrupted. This bonding technique ensures a hard-bonding assembly without toxic smokes generated by bonding welds. This special bonding technique has a number of advantages:

The first is significantly higher global body stiffness. The improvement in stiffness is around 20% on average. This contributes to isolate it from external vibrations phenomena. A stiffer body will reduce the level of vibrations transferred by driving conditions.

Another significant benefit concerns weight. Bonding makes the body stiffer without making it heavier. The heavier the vehicle, the more complex the suspension damping process for improved comfort.

The third and final advantage of this bonding technique concerns the bead bonding process. This technique allows to reduce the electrical welding work numbers and to control costs. It will not be reserved solely for executive vehicles, but could be used on all Citroën models.

c) Seats inspired by the world of bedding.

Seats are the part of the vehicle most frequently in contact with passengers. It is the seats that provide the first impressions of comfort, when you look at them or get into the car. As well as providing support, they naturally contribute to damping out the various vibrations from the vehicle and the road surface. As part of the development process, engineers study the lines of the seat, in order to respect the curve of the back for a better driving position, and the choice of materials used in manufacture. Foam of different densities and hardness will be used depending on the role of the seat component concerned: support or cushioning.

Adding in a new factor, Citroën looked at practices in the bedding industry, a sector in which shape memory materials represent the latest in comfort. By using several layers of special materials, (polyurethane foam, viscoelastic or textured foam) Citroën has been able

develop shape memory seats that adapt perfectly to the body shape of each passenger and offer an innovative comfort experience in the automotive field. With these properties, the seats regain their original shape from one passenger to the next.

In Summary:

With its progressive hydraulic cushions, structural body bonding and innovative seats, Citroën Advanced Comfort combines three innovations that significantly improve the vehicle's ability to filter out the bumps and dips of the road.

These innovations reassert all the Citroën expertise regarding comfort. Particular emphasis was placed on the need to make all these innovations gradually applicable to the entire Citroën range, whatever the price of the model. This demonstration vehicle is just one strand of the research pursued by the manufacturer to bring customers a level of comfort unmatched on the market. The new C4 Picasso recently showed that Citroën vehicle can deliver driving comfort, alongside solutions for living comfort, functional comfort and comfort of mind. The brand's future models will go further in each of these areas, as illustrated by the "Citroën Advanced Comfort Lab" demonstration vehicle in the field of suspension comfort.

Ed:

Abbreviated and reprinted from an article on Citroënvie dated 7th June 2016.

<http://citroenvie.com/citroen-advanced-comfort-program-detailed/>



CLUB MEMBERS REVIEW

THE CITROËN CACTUS

A Cactus Attracts Us Anthony Jones, sales manager at Alan Mance Citroen, was more than happy for three of us to take the new Cactus on an unsupervised test drive last month. We chose the 6-speed semi-auto e-HDi diesel over the 3 cylinder turbo manual on this occasion. The engine puts out 68kW@4000rpm with torque of 230Nm@1750rpm. The base model in white is offered at \$33,811 drive away. Add a panoramic sunroof, red or white wing mirrors, and extra for different body colours and interior/exterior trim options, and the price creeps towards \$40,000. Citroen offers 6 year unlimited warranty, 6 year fixed price servicing and roadside assistance. Our striking yellow test car with its colour coordinated side air bumps and red wing mirrors was ready to go and so were we. Here are our impressions:



Cactus Road Test by Tom Gruz
(Current Stable: Renault Scenic, DS23)

You wouldn't do a test drive of a new car without first reading a variety of reviews. In part, I knew what to expect of the Cactus in terms of styling and

specifications, but there's no substitute for getting behind the wheel and, I will say at the outset, that the car did not disappoint. Most reviews averaged four stars in the categories of equipment, performance and safety and I can see why. The seating is comfortable (bench seat in the front which Citroen describe as "sofa style") which is easily adjustable manually. The cabin layout and visibility is also very good, all the better for the excellent reversing camera, which also shows how close the wheels are to the gutter. A pet hate of mine is the poor rear quarter and rear screen visibility. In many cars the blacked out rear window edges and high hip styling makes parking unnecessarily difficult. There is no such issue now with this technology.



The controls for aircon, radio, GPS, climate control and Econo mode are readily accessed via a 7" touch screen. It's both intuitive and easily readable. The heads-up digital speed display is uncomplicated and the steering wheel can be adjusted to ensure it is not obstructed. The forward airbag is mounted above the windscreen. The model tested was a 1.6L HDi with the robotic manual transmission. The diesel rattle was insignificant and hardly noticeable in the cabin. The motor is spritely but it's no rocket. It wasn't designed to be. Adequate acceleration through the gears makes

it a good city driver. A particularly impressive feature (I say this because I've never experienced this before) is the stop-start function when the Econo option ON. The engine cuts out when the vehicle is at rest (provided the brake is applied) and it takes off seamlessly when the accelerator is engaged. It's disconcerting at first because it is so quiet. The Econo function helps to reduce fuel consumption and a remarkable factory claimed rating of 3.6L/100km may not be an unreasonable expectation if driven



conservatively. Some reviews marked down the 6-speed transmission. In my view it functioned perfectly well and presented no clunkiness at all. One has to appreciate that the gearbox is not an automatic. It is a manual gearbox with a robotised clutch mechanism. Whilst it can be driven in "auto" mode by pressing the "D" button on the dashboard you can override this by using the paddle shifts on the steering column. What drivers will notice is a slight lag as the gears change up on acceleration. It's like the feel you get when changing gears on a manual but not as delayed. It's hardly an issue and you barely notice it after a time. The Cactus is built on a C4 platform but weighs some 200kg less than the C4. Weight savings in the transmission, use of pop-out rear windows and choice of trim have paid off in fuel economy benefits. The styling is pleasant and makes it a standout on the road. The suspension is a bit firm in the rear and the rear seats don't fold flat. Other than that I don't have any quibbles. The Cactus is not an SUV, nor a sedan, it's a crossover with fine attributes and good road manners and thus well worth considering. No prickles on this Cactus, 4½ stars for me.

Cactus Road Test by Ian Downie
(Stable: D-Special, MGB GT V8, VW Touareg, Nissan Tiida)



Appearance: (5/5) Looks purposeful, different and practical; it also has a quirkiness which I find appealing particularly amongst the bland SUV's available elsewhere.

The "bump" panels look good and I am sure would be very useful.

Interior: (4.5/5) The seats are comfortable (great side support) and adjusted easily (up and down as well as recline) to fit my 6 ft frame. The view out the front is excellent (large "A" pillars aside). I found the display directly in front of me, which had speed and fuel gauge, under-whelming. Given that it is all electronic, surely it would not have been difficult to have options for different displays with circular, fuel, temperature and RPM etc. etc. But the basics are there and this car prides itself on being basic. The touch screen in the centre had all the other controls (sat/nav, music, air-conditioning etc.) was easy to understand, clear and effective. The glovebox is a throw-back and is better for that. You open it upwards (no bangs to your legs). There is plenty of space to store things elsewhere. But the back seat was not such a good thing. The seats seemed less comfortable and the van-type opening rear-window made it all feel claustrophobic. Perhaps all right for small children but on any trip past 100km my 14 year-old teenage son would have been fractious. I know it is made to be light and simple but this might just be a bit much for some families.

The overall quality is good with just a few hard surfaces. But a better quality material for the seats (leather is not needed) would have made a big difference at minimal cost.

←
Driving: (4/5) Our car was a 1.6 litre, 6-speed automatic. I loved the simple gear-change button (D, N, R,) and liked the paddle gear-change also. It is different in that it operates like a robot-controlled manual gearbox and thus, it slurs the change up and down as manual gear-changes tend to do. But it worked smoothly and quietly. Complaints from other testers about the gearbox setup are misplaced. The paddle changes on the steering wheel worked well but I would probably never use them.

This is no pocket rocket but moves along nicely and had just enough power for overtaking at 100km/hr. And we had 3 heavy men in the car. The electric steering is precise and with good feel, quite sporty actually. For me, the ride is too firm and particularly in the back. But cars generally are too firm for me. I understand Citroen's problem; this is a light car so suspension compliance will be difficult. Too soft and it bottoms out when loaded up. Too stiff and is bone-jarring. It just shows how good the old Citroen GS (similar size) was with its hydraulic suspension. In an odd way it is like a Citroen of yore in that it encourages you to drive quietly.

Would I buy one ... is it good value for money?
(4/5) If I had the traditional family, perhaps no. If I had a young family (who would be fine with the back area) then yes. For a couple, yes. Fix up the suspension, get better seat material, get the price down a bit and it would be a real winner.

Cactus Road Test by John Fedorko
(Stable: C6, C5, Toyota Aurion, Mitsubishi Lancer)

Approaching the car, I was stunned by its compactness – expectations were of a much larger bodied SUV. But when you're inside – it's a revelation – “David Tennant'ish” even. Like the TARDIS, it is bigger than it seems from the outside. Much Cactus conversation has revolved around its crazy name ... but that's woven around its airbumps (read protective “prickles”) and, most importantly, frugal fuel consumption – combined cycle for the petrol / diesel models of 4.7 / 3.6 litres/100klm respectively. My trusty calculator readout showed “A5T0UNDiNG” – 60 / 78 mpg. Citroen marketers are obviously not bound by usual car-speak nomenclature. Nor should they be – the Cactus is different (French for different). Two models are available locally – the 1.6 diesel/6-speed EGS semi-auto which looks to be a slightly de-tuned from the European model and the top of the range 1.2 petrol motor avec 5-speed manual. Your intrepid testing team had the pleasure of the diesel / EGS (robotised manual). Whilst a petrol/manual was available – its sale to a CCCV member precluded our test-driving – a choice I regretted after seeing torque of 205nm @ ONLY 1,500rpm. No wonder this engine has won back-to-back International Engine of the Year awards in its

category (1.0 – 1.4 litre) in 2015 and 2016. So let's get in and drive. Good room head-wise, width-wise (important for some) and everything-else- wise. Even in the back – although 3-in-a-row requires careful passenger selection. The seats are in a word magnifique (French for magnificent). For Citroenista, a key word is “comfort”. These front seats deliver in buckets with numerous adjustments (not electric) to provide just the right amount of “nesting” for every driver and passenger. Rear seats are also very good. So we off we set.... Engine and front cabin are happily quiet. The auto-shift manual gearbox works well as gears are “thoughtfully” selected up the range



across this 6-speeder. And the steering is direct and taut – an endearing almost go-cart quality. The Cactus is vivifiant (French for zippy) and that’s with a full load of passengers. It’s easy to drive and relishes a gentle approach on throttle – delivering a good pace – feeling effortless and on a “whim”. I only wish I’d driven it in 2-passenger mode – more zippiness! Life is good with a happy Cactus! And the 1.2 petrol / manual – with max torque at 1,500 rpm – that would have been a revelation also. Citroen have gone all out to reduce the weight of the Cactus – and this is also part of the drive-experience. At just over one tonne – it is significantly lighter than a C4 sedan and its French competitors. In combination with the funky interior which is elegant in its simplicity and form, keeps the calculator adding up. And that “crocodile-skin” top-loader glove-box also adds to l’ambiance (French for ambiance) – but cannot figuratively store firewood (read cavernous capacity) – as some previous reading indicated. The ride is firm with roundedness – no jarring ... but remember we are driving four-up so the experience may differ when it’s you and passenger. Backseat passengers mentioned a little thrum and a little hardness over rough surfaces but not evident at the front in those lusciously large seats. I mentioned the gear change was “thoughtful” ... this was no slick-precise-Steve McQueen gear changing one gets driving some manuals There was just the faintest slowing when clutch disengaged

for a change with the timing at the longer end – not seemingly occurring until clutch was fully disengaged. Push the car and the change becomes and little more “thoughtful” but it definitely was not as one Melbourne Age road tester put it recently. Heavy throttle yields little and makes the Cactus feels out-of-sync ... but diesels are all about “throttle-squeezing” rather than “thumping”. The Cactus is an easy car to drive with the steering being very engaging – albeit without much feedback direct from the wheels. If you’re wanting more “up-n-go” than the diesel, the petrol model may be your go.

Sound wise – you’d be hard-pressed to know it’s a diesel – at idle or any speed. Cabin noise up to 100 kph is fine. The brakes are great. This is a car with the essence of Citroen – the spirit you might say – and when it is released with the new Citroen hydraulic cushions (read: innovative new suspension) later in 2017 – it will become even greater. A Lillet and soda with side-bubbles anyone....?

All photos: John Fedorko



On June 21st, the CCCV held its first mid week run.

Organised by Don Scutt, we all met at the United garage just past Cranbourne at 9.15 am where a small coffee stall was available for hot drinks, which was welcome on this cool day.

An extensive talk was presented to all who attended.

The room was fitted with a wall of windows that enabled a clear viewing of part of the plant, together with a number of models of both individual parts and also the whole complex; so that one was able to conceive the scale of the project.

It was obvious that this was a major engineering achievement in Victoria, and quite remarkable of how few people are required to run it.

Much effort has been undertaken on the environmental side as to revegetation, and sinking the building six feet into the ground to lower its profile in the surrounding area.

The day finished off at the Wonthaggi Workmen's Club where we were all able to find nourishment from an extensive menu.

Some members chose to return to Melbourne via Loch and the South Gippsland Highway, taking in the most beautiful scenery through numerous valleys and mountains in the area; rather going home via a coastal route.



Members viewing a scale model of the whole





Encased model of pipes.



Plant view through the viewing windows



PSLAND

The plant is an integral part of Victoria's water system, supplying water via a series of existing and proposed pipelines.

The gates open daily for public access to the 225-hectare (560-acre) park and 8 kilometres (5 mi) of walking, horse riding and cycling tracks. The plant is located next to Williamsons Beach and the Wonthaggi Wind Farm, Wonthaggi. The intake pipes for the desalination plant are located over 1 kilometre ($\frac{1}{2}$ mi) out to sea.

The plant site is about 500 metres (1,640 ft) inland and associated infrastructure includes tunnels connecting the plant to marine intake and discharge structures up to 1.2 km ($\frac{1}{2}$ mi) out to sea, an 85-kilometre (55 mi) pipeline to connect the plant to Melbourne's water supply system, and power supply infrastructure for the plant. The plant provides up to 150 gegalitres (5.3×10^9 cu ft) of additional water per year, with the potential to expand production to 200 gegalitres (7.1×10^9 cu ft) per year.

The plant is estimated to require 90 MW of electricity to operate. Additional energy will be required to pump the desalinated water from Wonthaggi to Cardinia Reservoir in Melbourne.

The site is located adjacent to the Wonthaggi Wind Farm in Campbell Street, Wonthaggi, which was built in 2005. It is an environmentally friendly wind power station with six turbines. Plans are under-way to build a similar, but much larger, wind farm at Glenthompson to offset the electricity used by the Victorian Desalination Plant.

Peugeot Citroën's self-driving car makes Paris to Bordeaux run

Colin Jeffrey October 7, 2015

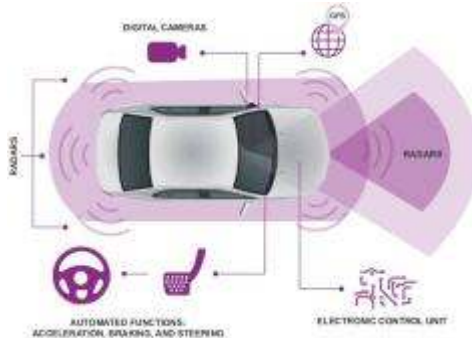


An autonomous Peugeot Citroën has driven itself all the way from Paris to Bordeaux in a demonstration of the increasing viability of self-driving vehicles (Credit: PSA Peugeot Citroën)

A PSA Peugeot Citroën driverless vehicle has journeyed 580 km (360 miles) on the motorway from Paris to Bordeaux entirely in autonomous mode. Automatically maintaining its speed to the road conditions and traffic, as well as independently changing lanes to pass slower traffic, the Peugeot Citroën completed the journey without incident and demonstrated the increasing viability of driverless motor vehicles.

Motoring to Bordeaux to participate in the Intelligent Transport Systems (ITS) World Congress (5 to 9 October), the car was in attendance to show off PSA Peugeot Citroën's new autonomous technology along with its newly-developed car-to-car and car-to-infrastructure communication systems.

The on-board sensors and car and infrastructure communications demonstrated are claimed to provide a raft of safety features, including pedestrian awareness and collision avoidance from information transmitted by cars ahead and via dynamic road signs designed to deliver tailored messages to drivers.

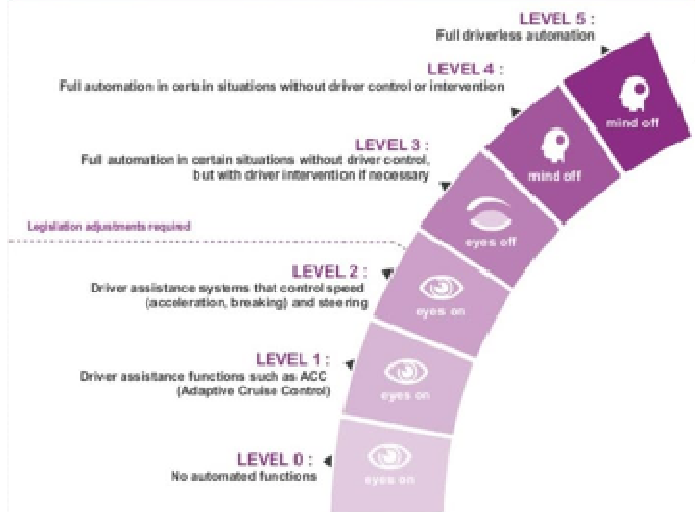


The autonomous vehicle itself contained a vast array of on-board systems, including radar, automated braking, steering, and acceleration, GPS, and digital

cameras, to name but a few. All working in concert with the master electronic control unit – and monitored remotely by a Peugeot Citroën control center – the autonomous vehicle is designed to be safer than driver-only vehicles, where hazards such as fatigue and human error are a major factor in collisions.

"The journey made by our prototype today proves that autonomous vehicles are no longer a matter of science fiction," said Carlos Tavares, Chairman of the managing board of PSA Peugeot Citroën. "This ushers in a new era of mobility, which I find truly exciting."

THE 5 LEVELS OF AUTOMATION



Much like the [Mercedes-Benz autonomous truck](#) recently tested on a stretch of Autobahn in Germany, the PSA Peugeot Citroën vehicle was permitted to drive on the highway with stringent protocols in place. With a driver ready to take control at any time, the vehicle's degree of autonomic control was set at what is known as "Level 3"; where the vehicle is able to accelerate, brake, steer, and control the vehicle.

Peugeot Citroën also included what it calls the Scoop@F system, which allows not only for the autonomous controls and mechanisms mentioned earlier, but a range of more intuitive vehicle controls. Such things include adaptive cruise controls that manages vehicle speeds as standard systems do, but also allows for upcoming traffic light changes, hills, obstacles, and traffic flow via intrinsic communications systems collecting data from other vehicles and traffic infrastructure.

Unlike many [autonomous concepts](#), however, PSA Peugeot Citroën says its vehicle will be fully-capable of "Level 5" autonomous control (subject to legislative approval) in the not-too-distant-future.

Slated for release to the public by 2018, Peugeot Citroën customers will be able to purchase vehicles fitted with all the features demonstrated in this most recent test run (aka "Level 3") which, the company believes, will greatly enhance customer safety by relieving the driver of fatigue from the tedium of long-distance driving or inattention.

gizmag

Historic vehicles to be exempt from Paris old car ban

CITROËNVIE

The ability to drive classic Citroëns about Paris with exemption and increased visibility with tourists should cause their values to rise in France. French historic vehicle enthusiasts have convinced the authorities in Paris to provide an exemption to the city's pending old-car ban for certain historic vehicles.

The ban, announced last year but finalized within the last month, will go into effect July 1, and was to restrict all pre-1997 vehicles from the streets of Paris between 8 am and 8 pm Monday through Friday. Intended to combat the rising air pollution levels in the city, the ban is to become stricter over time, eventually barring all vehicles built before 2011 by 2020.



Or, almost all. As the Fédération Française des Véhicules d'Epoque (FFVE), the French arm of the Fédération Internationale des Véhicules Anciens, announced on its website, members of the FFVE earlier this month reached an agreement with city officials to exempt historic vehicles from the ban. Under the terms of the agreement, which they expect the city to publish toward the end of June, any vehicle 30 years old or older wearing a Carte Grise de Collection registration sticker – as opposed to a Carte Grise Normale registration sticker – will be allowed in the city at all times.

Vehicles wearing a Carte Grise Normale registration will continue to be banned, as will those less than 30 years old (a category known in Europe as Youngtimers), though the FFVE has scheduled further meetings with Paris officials to address possible exemptions for Youngtimers.

According to Gautam Sen, FIVA vice president of external relations, the agreement between FFVE and Paris officials could prove influential in convincing other cities considering similar bans to make exemptions for historic vehicles. "I would imagine it happens differently in each city," Sen said. "But everybody is kind of waiting for the Paris Accord, if you can call it that." As an example, he cited Delhi's

existing no-exception ban of all cars 15 years and older from that city. "Once the Paris agreement is on paper, I'd like to take that to Delhi and say, 'This is what Paris is doing.'"

To bolster its case that historic automobiles deserve recognition and preservation, FIVA recently aligned itself with the United Nations Educational, Scientific, and Cultural Organization by obtaining UNESCO patronage.

"The preservation of technologies and know-how is part of UNESCO's cultural activities," according to UNESCO spokesperson Roni Amelan. "Furthermore, UNESCO celebrates creative design through a number of programs, notably the creative cities network. In view of the above, UNESCO decided to grant FIVA its patronage for activities that concern the preservation of automotive heritage."

Sen noted that the UNESCO patronage hasn't influenced the Paris talks, nor will it have any direct impact on FIVA's efforts to fight old car bans, "but in the longer term it could and should lead to recognition of historic vehicles... not just as classic or vintage, and that is important to establish as part of our modern-day history."

In addition, Sen said FIVA hopes to leverage UNESCO's patronage to influence official recognition and preservation of historic automobile sites and to loosen restrictions on the import and export of historic vehicles around the world.

UNESCO has already provided some groundwork for FIVA, with its Venice Charter serving as the basis and inspiration for FIVA's Turin Charter of 2013, an effort to get the world's governments to recognize historic automobiles as cultural artifacts.

The UNESCO patronage also comes during FIVA's 50th anniversary, which the latter is celebrating through World Motoring Heritage Year, a succession of 42 collector car events around the globe. For more information, visit FIVA.org.



Paris drives old cars off the streets in push to improve air quality



Two police officers give brochures to a motorist explaining the new measures that will ban old cars from Paris.

Photograph: Francois Guillot/AFP/Getty Images

Vehicles made before January 1997 banned from streets of French capital from 8am to 8pm, Monday to Friday

Paris has banned old cars from its streets in a war on air pollution that environmentalists hope will also drive dirty vehicles from the centres of other European cities.

Air pollution, in large part caused by fine particulate fuel emissions, kills 48,000 people each year in France, about 400,000 in Europe and around 3.7 million worldwide, data published by France's public health agency this month showed.

From Friday, any car registered before 1 January 1997 will be banned from the city's streets from Monday to Friday, 8am to 8pm.

Some owners protested by parking their vehicles near the National Assembly and Champs Elysees avenue to denounce a ban they said would hurt poor people most and slash the resale value of their vehicles.

"I drive 50km per week, I don't have the means to change vans so I will continue using it, I'll get fined every week and there you go," said Marc Martin, who uses his ageing Peugeot van to deliver picture frames to clients.

"And if it goes too far, I'll close my business, people will lose their jobs, that's it. What can I say, not much. This law is pathetic."

Paris mayor Anne Hidalgo said the ban could be extended in 2020 to all combustion-engine cars more than nine years old.

After an initial tolerance period, motorists who flout the ban face fines of €35 (£32), an amount that is set to increase from the end of the year.

Upwards of half a million owners in and around Paris will be hit by the ban, according to a driver defence group, 40 million d'Automobilistes, which is taking legal action to seek financial compensation for drops in the value of now-banned vehicles.

Norway is planning to ban petrol and diesel-fuelled cars from 2025 and several cities in Europe are testing various anti-pollution or anti-congestion measures based on tolls for city centre access or temporary and selective car bans during surges in pollution levels.

Silent Auction

Citroen D-Series Factory Workshop Manuals

Volume 1: (008141) *Characteristics Adjustments & Checks*

Volume 2: (008142) *Removing Fitting Reconditioning Electrical System Bodywork*

Both volumes are softback and loose-leaf bound, complete and in very good order. Some pages water stained but otherwise clean.

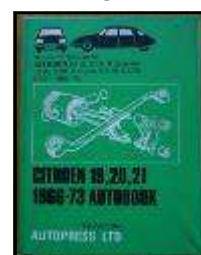
Printed 1974.

They have been donated to the club and we are making them available to members in a silent auction. Bidding closes at midnight on 31 July 2016. To place a bid send your offer by SMS or email to John Fedorko 0438 597 384 treasurer@citcarclubvic.org.au Alternatively mail your offer to the Treasurer CCCV PO Box 751 Frankston Vic 3199.



Citroen D-Series Workshop Manual by Kenneth Ball

This green vinyl-covered hardback manual is in "as new" condition covering models from 1966 – 1973. The manual has been donated to the club and we are making it available to members in a silent auction. Bidding closes at midnight on 31 July 2016. To place a bid send your offer by SMS or email to John Fedorko 0438 597 384 or treasurer@citcarclubvic.org.au Alternatively mail your offer to the Treasurer CCCV PO Box 751 Frankston Vic 3199.



The Men's Shed at Healesville located at the Healesville CFA complex in outer Healesville, had just opened their car workshop with all the ancillary equipment.

I decided to take advantage of this and restore my Volkswagen Beetle myself. No need to join a car club for any expertise they might offer because I had been told that they are all a bunch of wankers.

There were a few bumps and depressions in the body work, and Hank, the loud talking American with an accent so thick; that it would have supported the full weight of my water wheel without supports said to me: *"no worries mate, just use the rotating bench press to smooth out all those bumps."* The rotating bench press was enormous as previously it had been used to roll the steel for much of the mine digging monoliths in Western Australia; and the occasional Prime Minister. Those blighters are always hard to move on.

I tried and tried again, but consistently I found it was tending to crush it further. But then I had a thought bubble. What if I got inside and used my body to smooth out the round curves as the press was acting on the other side? All was going well until I felt the urgent need to pee. I could not leave the inside of the car as I now found myself out of reach of the off switch on the bench press. *"No worries"* I thought, *"I'll hose it out later."*

It must have been a temporary lack of concentration as I was draining the tank because at that moment my feet slipped on the inside floor of the car, and having shifted the centre of balance of the car on the press, it started to roll in a circular motion; trapping me inside. Notwithstanding my predicament, I am happy with the result. All the panels are remarkably smooth, and I didn't have to put up with all those car club guys going on about their big ends and tail shafts.

Unfortunately in my current situation (trapped inside), it does make it rather difficult to drive it down to the local shops.

Signed: John, novice car restorer.



Editor's note:

Unfortunately the excursion against the power of the Roll press took its toll on John, and some 3 months later he was found still in his car by two members of the Healesville CFA who, during a fire training exercise; wondered how a small car could roll so far into the bush.

We would like to acknowledge the Dyson Vacuum cleaner company for providing the equipment to remove John. Nothing else was up to the task.

For his effort however the Federal Government has given him two posthumous awards.

*1/ The Tony Abbott **"Having a Go"** award, and -*

*2/ The Malcolm Turnbull award for the use of **"Innovation and Technology"**.*

John's beautifully restored VW Beetle can be currently seen in the foyer of the National Gallery of Victoria in St. Kilda Road Melbourne. (Minus John).

Exotic company for a 2CV

by George Dyke - CITROËNVIE.



I had a blast on June 26 at the Unionville Ontario Exotic Car Show. They had arranged to show 150 cars such as Ferrari and Lamborghini and Porsche on the charming old main street of the town. So I figured, why not show up in my 1959 2CV and provide a little contrast? When I arrived the street had just been closed and last of the exotics lined up in a row. At first the organizers were reluctant to let me in but then a crowd started gathering around the 2CV generating enough interest that they opened the gate and directed me to park between De Tomaso Pantera and a brand new Porsche 918 hybrid supercar!

Both the owners of the De Tomasso and the Porsche were really nice fellows who appreciated and actually envied the 2CV. The Porsche owner even took the time to explain to me in detail the incredible technology on the 918.



Things like; its 5 driving modes, how Porsche managed to get more horsepower by actually loosing 2 cylinders (the air intakes to the engine are on the bottom and the exhaust on the top), the electric motor regenerative system, 3 air conditioning systems

(one that is dedicated to just to keeping the batteries at optimal temperature) and the dashboard configuration that automatically displays controls for the sound system, climate control, etc as it tracks the driver's eye movement to those physical areas. We both thought it was pretty cool to have the most sophisticated and the most basic of automobiles side by side. All afternoon, people came up to us and said the same. And many said to me that the 2CV was the coolest car on display!



Sales and Wants

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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.

'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

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8/16

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FOR SALE

7/16

CITROEN C5 Silver 2002 Estate 2.0l 16v petrol, hydractive 3+, Reg no. TPI-380, 106,000 kms, body straight, interior very good, currently registered until --/07/2016. With handbooks, service history from dealer, Zagame & Paris Motors. Timing belt w/pump etc was done at 94k kms in 2013. Car runs well, Pre RWC check listed -- 2 front tyres, wiper blades, r & l hand front strut bypass return hoses hanging unattached, v/slightly cloudy headlights (require final polish), oil around suspension pump (top up spill?). \$ 3000.00 ONO. Car available for inspection after 04/07

Contact - Liz Norman Email - lizzy@frothybetty.com mob. 0421 517 921



WANTED

5/16

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

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 Gucza 0431396277 or badjatom@gmail.com.

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Citroen Xantia Wheels & Tyres

6/16

I have a set of five 14" wheels with roadworthy tyres to suit a Xantia.
Four Nanking tyres and one Dunlop. Tyre size 175 x 65 x 14
Asking \$10 each, with the proceeds to be donated to the club.
Parts are located in Deer Park or can be brought to a club meeting if that suits.
Contact Kirk on 0425 717 572 or 9363 2464

CLUB SHOP

Club Shop will have the what I believe is the filter retaining plate Gasket (locally manufactured) in stock at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Peugeot 405 / Citroen BX Driveshafts

6/16

I have a pair of drive shafts for sale. They are from a Peugeot 405 and will fit a Citroen BX.
Asking \$10 each with the sale proceeds being donated to CCCV.
Contact Kirk 0425 717 572 or 03 9363 2464

For Sale.

5/16

2002 Citroen Xsara VTR Sportif coupe in gold, 5 speed manual, AC, Pioneer stereo (original stereo available). Body work and interior in very good condition – engine needs work. Less than 71,000km on the odo, .
Sold as is – no RWC, \$1250 ONO – Rego is SDO 514, registered in Victoria until 11 June 2016; Vin No: VF7NONFUB73226242
Contact Meagan on 0416 484 667 or neverfearmegishere@yahoo.com



For Sale.

4/16

"Hercule" the Citroen Special 2CV is small and delightful. He represents great value at \$19,995. He has a 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, although 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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