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THE **CCCV** **NEWSLETTER**

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

June 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. 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 mail sitting in a letter box for several weeks. A stamped, self-addressed envelope would be appreciated.



From the President.

Tonight we had a family dinner. One of our granddaughters arrived in particularly high spirits, waving her newly-earned learner's permit. Later in the evening she drove off in triumph past an honour guard of waving family, a mixture of excitement and trepidation on her face

with her mother next to her, a mixture of concern and more concern on her face. Father was in the back seat smiling and trying desperately to feel only pleasure while little brother (don't you love them?) was sitting there sweating on his sister's first mistake. My heart though was very much with the driver and her pleasure at stepping onto this pathway to independence.

It took me back to the day in nineteen whenever when, as a callow youth, I passed my license test and at a stroke extended my horizons from my front gate to the farthest-flung coasts of our island continent. Never mind the small matter of purchasing and running a car. Details! This was great. The car is an instrument of independence, pleasure and seemingly infinite life enhancement.

Earlier in the day however, I saw the car in a different role. We were in Noojee, having dined with thirty club members at the pub and strolled up to the local heritage centre. Noojee describes itself as having been, in the early 20th century "a logging superpower" and the life of those early logging families was depicted in contemporary photographs. The most rudimentary slab timber hut was the norm but what struck me was the family who, having been burnt out of two such houses in bushfires, had taken up residence in a hollow, burnt-out tree stump. It was big enough to hold 2 beds, a table and a stove. So there they were survivors. The car? It appeared in several photos, an A-model Ford or similar, very battered, with a huge felled tree trunk tied at one end to a bogey and at the other end lashed to what was left of its utility body. This was the car as economical logging truck; the car as instrument simply of survival.

Then we come home and our C5 resumes its other role as modern life tool alongside others like the watch and the telephone, useful for commuting and food-gathering, like millions of others.

But out in the shed, there lurks the car as fascinating mechanical contrivance, full of character, interest and endless mechanical and electrical joys and challenges. What excitement there is to be had in disemboweling them, repairing, replacing and restoring them to their proper glory, delighting their owners and producing head-shaking bemusement in the ignorant Philistines looking on?

So many different things the car is to so many of us. That is why cars have become so embedded in our society and why so many of us are so enthusiastic about them. Add to that number our granddaughter who, right about now, is extremely enthusiastic about cars.

I hope you will use your instrument of freedom and pleasure to join us on an outing soon. There are many to choose from. Check the events page. The company is first class! It will enhance your life and build your character to better meet the challenges in the shed at home.

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.

FRONT COVER

Our Trestle bridge stop on the Noojee Run.

*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.



Forthcoming Club Events



June 1 CLUB NIGHT

Oils ain't Oils! / or supplementary activities.

CCCV June 23Rd THURSDAY Club Run

Midweek Club run to the Wonthaggi Desalination Plant

Time: 9.15AM to leave at 9.30AM

Where: United Petrol Station just out of Cranbourne township, 5-7/1495 on the South Gippsland Highway roughly opposite the racecourse. (Melway 134 / A7)

Tour: 10.30AM at Desal Plant; 400 Lower Powlett Rd. Wonthaggi.

You can meet us there if you wish but please let Dee – 9807 8999 or 0450644570 - know that you are coming so that we can confirm numbers with the Desal plant. **Booking deadline is 16th June.**

Lunch: Wonthaggi Workman's Club at 65-75 Graham St. Wonthaggi. We need numbers for this also. After lunch we will return via Dalyston and the Loch-Wonthaggi road through Loch to Melbourne.

A very scenic run.

PS: I have taken the tour of the Wonthaggi desalination plant and was very impressed with its size, technology, engineering and the very clever way the buildings blend in with the re-sculptured dunes. This is a free tour. Don & Dee.



July 10th Bastille Day lunch—Sunday

Time: 12.00 for 12.30pm

Where: Mornington Golf Club

Special diets are catered for

Booking confirmation required by 24th June....

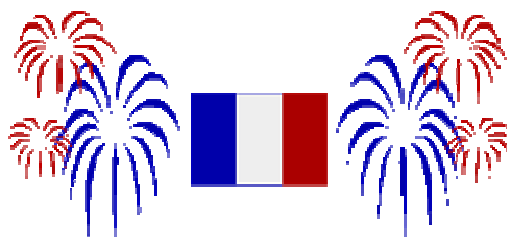


BOOKING SHEET ON PAGE 6 →

Simply complete the form and return by the deadline. It will be our last get together before the Raiders leave. We hope you can be there.

Bastille Day

Combined CCOCA and CCCV Luncheon



WHEN: Sunday 10 July 2016
TIME: 12.00 for 12.30pm
WHERE: Mornington Golf Club, Tallis Drive, Mornington, Vic. Melway 104 J10.
COST: \$52.00 per head for a two course lunch.
BOOKINGS: Essential. Bookings can be made through CCCV. See below.
RSVP: Friday 24th June
ENQUIRIES: Lee Dennes: 0438 286 181 John Parsons: 0407 045 388

Booking Form for Bastille Day Luncheon

Bookings must close by Friday 24th June 2016

Name. _____
Address. _____
Suburb. _____ Post Code. _____
E-mail. _____

Cost: \$52 per adult

Payment:

Names of members in your party including you.	Mobile No.	Vegetarian	Gluten Free	Special Dietary Requirements	
				Total	\$

1. ☐ I have enclosed cheque payable to Citroën Car Club of Victoria Inc.

2. ☐ I authorise CCCV to charge my credit card with \$ _____

☐ Card Type: Visa / Master (circle)

Name on card: _____

Card No: _____ Exp. Date: _____

Signed: _____

3. ☐ I have paid by EFT to Bendigo Bank BSB: 633 000, Acct: 120 127 907

☐ using my surname as the reference

Return this form to The Treasurer, CCCV Inc, P.O. Box 751, Frankston, Vic. 3199

Any cancellation received prior to 24th June will receive a refund of \$52.00 per person. There will be no guarantee of refunds after the 24th June; it will be at the discretion of the organisers.

Bastille Day Lunch

This year's Bastille Day celebration will be a combined CCCV and CCOCA lunch on Sunday, 10th July at Mornington Golf Club.

The venue is an upstairs room at the golf clubhouse which is itself on a hilltop overlooking Port Phillip Bay. The time is noon for a 12.30pm start.

As well as the venue, the meal and the company, you can also spend time in the area doing many other enjoyable things:

- Stroll along the beach
- Fish from Mornington Pier
- See the Main St shopping strip with a coffee shop every 50 metres
- Explore the antique shops in Mornington, Moorooduc and Tyabb.
 - Visit the National Trust property "The Briars" and learn about Louis Napoleon's connection with us. How appropriate!



2016 Club Winter Seminar

"Restoration Services"

Saturday 18 June 2016

Venue: Chevrolet Club 1/3 Edgecombe Court, MOORABBIN (Melway 78 B9)

8.30 for 9am start (Finish by 1pm)

Morning Tea supplied.

Bookings essential. Contact AOMC Office Tel.: 9555 0133 or 0413 020 802 (leave a message) Email: churchill.carol@gmail.com
A range of speakers and trade tables on various topics including the following: Balancing Tail-shafts and Engines, Leather Repairs, Sealing of alloyed castors, VASS engineer / certification, Antique Tyres Dyno Tuning, Ignition Services, Radiators, Air-conditioning, Classic Car Parts

For the information to all Members.

As is known by all the 2017 Cit In will be held at Stanley in Tasmania and we wish CCCT every success.

The 2018 Cit In will be held in Dalby in Queensland and will be from Good Friday, 30th March until Monday 2nd April. Two days later the Commonwealth Games will commence on the Gold Coast. In this link <http://www.commonwealthgames.com.au/page/39/2018-gold-coast-games> the venues of various sports are set out.

It may be judicious for those who are contemplating combining the two events to look at acquiring accommodation on the Coast fairly soon as some hotels have already started to take bookings.

I would advise against booking early in Dalby as I would hope that we may be able to strike a deal for Cit In accommodation closer to the event. We will have no limit to numbers for the Cit In 2018, but there will be a firm cut off date.

CCCQ is looking forward to making the 50th Cit In an event to remember and Queensland 2018 a year to remember.

Allen Maze.
President CCCQ



Citroen Technical Day

Sunday September 25th 2016
Starting around 10.0 am



For New



For Old



For very old

Put date into diary

- * 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 GTO, Corvette, Ferraris)

RSVP
Ian Downie 0452 411 104 by 11th September

Address Garth Campbell
340 Main Drain Road
KooWeRup

French Car Festival Seaworks Museum, Williamstown

Sunday 16th October 2016



Some things you will want to know...

- The Festival will be held on the docks at the Seaworks Maritime Precinct at 82 Nelson Place, Williamstown on Sunday October 16th. Put the date in your calendar!
- • Cars are invited to arrive from 8am on the day. Entry is left/north off Nelson Place into Anne St. and as in 2013, the entry fee will be \$10 per car
- • Clubs are invited to nominate up to 10 “special” vehicles that will be given pride of place and be parked in the main Seaworks shed area, thereby providing protection, whatever the weather. If you think your car is worthy, contact your committee who have been asked to prepare a list
- • Do you know anyone who owns one of the rarer French marques? If so, please let them know about the show or send their contact details to us
- • There are some exciting features on the program to make it more interactive and to give sponsors and supporters time to promote their products. We will have interesting product displays, wine tastings, a car detailing demo, engine pull-down and parts cleaning exhibition, a raffle with some great prizes, a “car-pull down race” (!) and awards and trophies
- • Gabriel Gate will once again entertain us with his cooking, but is also planning what will be some challenging and amusing changes to more actively engage Club members: further details to follow!
- • We are looking at a car auction, with clubs finding members/friends with a French car to sell – whether it is a goer or in parts. A reserve price can be set if desired. We will promote the cars before the day and take a small commission for a relevant charity. Got something to auction? Dig it out and let us know!
- • One of our sponsors, Revolution Advanced Metals and Materials will demonstrate their engine parts washing equipment. We will pull down an old engine and wash the parts as part of the presentation. **They have also asked people to bring along any other “really dirty old parts” that they want washed so they can use them as part of the demo.** Get hunting!!
- Finally, Thank- you to our current sponsors – please support the companies supporting us: Bayford Peugeot Alan Mance Citroen Alpine Affaire Auto Paris Every Battery, Kensington Stuckey Tyre Service Barry Bourke Renault Spencer Street Automobiles Marque Garage, car detailing Berwick Tyrepower Captain’s Retreat, B and B, Williamstown Melbourne Sea-planes, Williamstown French Connection Virage Motors AutObarn Altona Peugeotparts Revolution Advanced Metals and Materials At this stage, we will have crepes, coffee, ice cream and Rotary Club food services while there are many more cafes nearby on Nelson Place. The Williamstown craft market will also be running.
- Ken Marriott 0418 178 788 ken.marriott@hmleisureplanning.com Paul Stewart 0467 043 132 pa_stewart@bigpond.com Follow us at www.renault-car-club-vic.org.au/ Just click on the French Car Festival box.

Insurance on page 9

It is advised members carefully check the Insurance contract for their Club Plate cars.

One member found that the period of insurance did not cover the full club plate period, and subsequently had been driving his car uninsured.

Read your contract carefully.

INSURANCE CONSIDERATIONS FOR CLUB PLATE MEMBERS.

RACV

We cover the veteran, vintage and classic vehicles below:

Veteran vehicles made before 1919

Vintage vehicles made between 1919 and 1930, and

Classic vehicles that are 15 years of age or more (and recognised by us as being a collectable vehicle) that are used for hobby or recreational purposes.

Covered

We cover your vehicle when it is used for:

Hobby or recreational purposes and it is driven 10 days or less per month, or special occasion/wedding hire.

Not covered

We will not cover your vehicle if it is:

Used as a primary mode of transport – for example, shopping, commuting to and from work or transporting friends and family, or driven more than 10 days per month.

Conditions

We may agree to cover you if:

Your vehicle is a stationary engine

You have told us of your intention to use your vehicle for a purpose other than a hobby or recreational purpose and you have paid any additional premium that applies.

Registration types we cover

We cover the following types of registration on your veteran, vintage or

Classic vehicle:

Full

Club/historic

Modified plate.

In some situations, we may also agree to insure your vehicle if it is unregistered.

AAMI No Product Disclosure on their website.

SHANNONS

LIMITED VEHICLE USAGES

For comprehensive cover, we insure all vehicles as your regular mode of transport; unless you ask us and we agree to insure your vehicle for one of the following limited vehicle usages:

Limited use is when you use your vehicle on average no more than once or twice a week.

Extreme limited use is when you use your vehicle on average no more than twice a month.

Club plate use is when your vehicle is driven only in accordance with your state or territory's rules and regulations for club or logbook registration.

We do not provide any cover at all under this policy if your vehicle is insured for club plate use and is being driven contrary to your state or territory's rules and regulations for club or logbook registration.

Product Disclosure Statement page 13.

ALLIANZ

Carrying passengers for hire, fare or reward.

Your vehicle being used to carry passengers for hire, fare or reward except:

- where your vehicle is noted as being used for ride share on the policy schedule; or under a private pooling arrangement. (Where your full-time employer pays you a travelling allowance).
- NO MENTION OF TIME LIMIT.

Legendary Madame Michelin 15 CV Roadster to be Sold Again

If only Red Dellinger were alive to see this event; On May 14, 2016 at the RM Sotheby's Monaco auction, The Madame Michelin Citroën will go on the block. It is the first of four 15 CV Roadsters built by Citroën and originally delivered to Mrs Anna Michelin.

This very car that was purchased by Red Dellinger in the USA. To quote Red from the interview we did with him on May 19, 2007 in Carlisle Pennsylvania (*published in the Winter 2008 Citroënthusiast*); "David Allen and I were talking about cars and he came to visit one day. I think it was after the event in Northfield, the Rendezvous at Northfield Mountain. Well, he went home and then came back for some reason or another. We were sitting in my shop and he showed me some pictures he had brought me. He said what do you think. I took one look at the pictures and immediately recognized what the car was. He knew it was a 15/6 (it was a cabriolet) and this gentlemen wanted to use his services. David was selling cars for people and what you would do is send him a roll of film that you had taken of the car. He would document everything and then put the car for sale. So luckily he showed me a couple of the pictures first. And the pictures were from Augie Pabst, the heir of the Pabst Blue Ribbon Beer out of Milwaukee. So I looked at these pictures and I had studied and thought about these cars many many times because I had a couple of Traction Cabriolets and they are very very rare. So I looked at this thing and I knew from looking at the pictures that looked down on the transmission shafts that it had to be a left hand turning engine. The cabriolets were around then and there were even some counterfeit ones. He told me what the guy wanted for the thing and my heart started thumping away and I looked at it and said it is a left hand turning engine and a 15/6. It must be a very rare car and it's a cabriolet. He [David] said that if I was interested to give him a call. So I went and tore my place apart looking for anything I had on Tractions. I said this must be one rare car. I could not let this opportunity go by."

"So Dave gave me his number and I gave him [Augie Pabst] a call, – A real nice guy, and he said I'll send you some more pictures and what not. I'll need some photos of the car so that I can identify it with serial numbers and such. He [AP] said it is a rare call all right, but I'm selling two cars. The other one is also a

six cylinder. It was a Familiale 1929. So it was a pair. He sent me the pictures real quick but I knew before the pictures came that I had to go and see the cars. I said what's your timeframe? Can I come and look at the cars? I will be there tomorrow morning! The cars were located in Wisconsin at Oconomowoc Lake where their residence was located near dairy farms etc. So I jumped the flight to Washington and flew to Milwaukee. When I got there I jumped in a rental car and drove out to his place. He was sitting in his office and I went in and introduced myself. He took me out to his barn. It was all tongue and groove pine. It was huge and he had many collectibles in there but there sat the Traction and the C6 Familiale. That (the C6 Familiale) was not of terrible interest. The first interest I had was in the Cabriolet. So I went over to it and raised the hood and had a look to see whether the serial numbers had been mutilated or any changes and I started looking at the frame to see if it had been changed. Looked at it for about five minutes before I determined that it was an original car."

It is the only surviving example verified built by the factory. 74 bhp, 2,867 cc OHV inline six-cylinder engine, three-speed manual transmission, independent front torsion bar suspension, solid rear axle suspension, and four-wheel drum brakes. Wheelbase: 3,087 mm.

Here is what RM Sotheby's says about the car:

Among all of Citroën's Traction Avant, the 15 CV (formally called the 15 Six) is arguably one of the most coveted models. Launched in October of 1938, it was rapidly dubbed "The Queen of the Road". Even more amazing was the beautiful open cabriolet, which received what is widely considered the most attractive bodywork built by the factory. Exceptionally well designed, the 15 CV Roadster had the same lines and proportions as the 11 CV Normale Cabriolet, but the hood was extended 11 centimetres, accommodating the longer six-cylinder engine block, giving the styling unique balance and a longer, more slender appearance.

The first 15 Six roadster was produced on 20 May 1939, with the model intended to be launched at the Paris Salon the following October. The outbreak of the Second World War in September put an end to the project, and the 1939 production run never

occurred; the 15 CV Roadster never even appeared in the Citroën catalogue. Four examples were produced out of a planned production run of five, making this one of the most celebrated and lowest-production Traction Avant models.

The car offered here is chassis number 680959, the very first example built. It was assigned to Mrs Anna Michelin, the widow of Pierre Michelin and daughter of tyre baron Edouard Michelin, who used this exceptional car for her personal transportation. It was outfitted with several unique and special features, such as a retractable armrest in the back of the seat, a deeper glovebox than standard, a 75-litre fuel tank, and trafficator-style turn signals. In addition, it was finished in green with plum leather upholstery.

It was sold in 1951 to Eric Bloch, who had it refinished in a darker green shade. Three years later the car was sold to an American enthusiast, Richard Haynes. Mr Haynes was fully aware of the significance of his purchase and commissioned American Citroën distributor Charles Buchet to research its history. Upon its arrival at the port of Detroit in 1954, the car was fitted with a chrome radiator grille and straight bumpers, the body refinished in metallic gold.

Following Mr Haynes's passing in 1980, the car was inherited by his son, who stored it in Wisconsin before selling it in the early 1990s to Donald "Red" Delligner, a Citroën dealer and collector in Lewisberry, Pennsylvania. Mr Delligner sold the car in 1997 to the prominent Dutch Traction Avant collector Nico Michon. According to Michon, when he purchased the car he tracked down the original engine at a Citroën dealer in Rouen, care of a tip from Mr Delligner. In Michon's ownership, the car was restored to its original factory configuration and refinished in a contemporary colour and trim.

The Citroën was afterward displayed to considerable fanfare at Rétromobile in February of 2003.



Registered in the Netherlands as AL-24-56, it has since participated in various rallies, including the EuroCitro on the Bugatti circuit at Le Mans and the Tractionades on the Charade circuit in Clermont-Ferrand. In its present ownership in Germany, it has been carefully restored and repainted in what is believed to be original elegant dark green (traces of which were found in the shut faces), which perfectly showcases the majesty of its lines.

Today, this unique car is the only surviving 15 CV Roadster to have factory serial numbers, and therefore, to have been formally built by Citroën. Furthermore, the car includes a formal certificate from Citroën Heritage confirming its pre-war production date and original numbers. Its status as the first example built of an unfulfilled production run, and its fascinating history with important characters in French motoring, adds to its importance. It is, without question, the most significant example of the landmark Traction Avant to be offered for sale in recent memory and would be a landmark in any collection—of Citroën or otherwise.

To view this car and others currently consigned to this auction, visit the RM website at rmsothebys.com/.

With an estimated €650.000 – €1.100.000 auction price, this should be one for the record books as far as Citroëns are concerned!



Citroën stays ahead in Marrakech



7 May 2016 | FIA WTCC – Marrakech (May 6-8) – Qualifying

The FIA WTCC qualifying sessions at the new-look Moulay El Hassan circuit in Marrakech did not go to plan for the Citroën Total drivers. José María López was in the hunt for pole position, but eventually clocked the fourth-fastest time, while Yvan Muller missed out on a place in Q3 by eleven thousandths of a second.

Thanks to the combined efforts of [Muller](#), [Bennani](#) and [López](#), Citroën maintained their lead in the World Championship by winning MAC3.

On Friday, the FIA WTCC drivers got their first taste of the new Moulay El Hassan circuit, which passes through avenues in the outskirts of Marrakech. A narrow, slow circuit with variable grip due to different road surfaces, the course did not prove a hit with the competitors.

On Saturday morning, however, they had to go out and find the right setup for qualifying and the races. The Citroën C-Elysée WTCCs also had to contend with 40 kg more ballast than their nearest rivals. José

María López finished third in both sessions, showing what the double World Championship-winning car is capable of.

Qualifying began with a thirty-minute first session, rather than the usual 20, due to the risk of red flags. There were to be no interruptions to the action, however, and the official Citroën C-Elysée WTCCs finished comfortably in the top twelve.

In the dying seconds of Q2, Pechito produced an unstoppable effort to snatch the fastest time of the day (1m21.457s), just six thousandths of a second ahead of Norbert Michelisz! [Yvan Muller](#) improved his time as the session progressed, but could not secure a place in Q3, ending up with the sixth-quickest time.

The only Citroën driver in the mix for pole position, then, was José María López, who began his Q3 lap with a record-breaking first sector. But after hitting a rumblestrip hard on turn number 4, the Argentine broke the aerodynamic splitter on his front bumper. He ended up with the fourth-fastest time, 0.162s off pole position.

With the cars staying in the parc fermé before MAC3, Pechito was forced to compete with a damaged vehicle. Yvan Muller and Mehdi Bennani therefore went out first, in the hope that their teammate's C-Elysée would last the distance. The Citroëns produced an impressive performance to clock the best time over the two laps and thus claim ten more points for their Manufacturers' World Championship tally.

WHAT THEY HAD TO SAY

Yves Matton (Team Principal, Citroën Racing): "Given the nature of the circuit and the weight difference with the other teams, we knew that we would need to take risks to compete for pole position. Pechito gave it absolutely everything and we can't blame him for trying! Obviously, it's not an ideal situation going into the races, particularly at a circuit where it seems impossible to overtake. But our drivers will be ready to seize the slightest opportunity."

José María López: "Pole position was possible, as we showed in Q2 by clocking the best time of the day... I think I pushed a little harder than the other Citroën C-Elysée WTCC drivers and I wanted to attack harder still in Q3. I made a mistake and lost control of my car when braking at turn no. 4. I lost a good half a second by hitting the rumblestrip. That compromised my lap, but also MAC3, as we couldn't repair my broken bumper. We didn't know if the car was going to make it through, but once again, it proved pretty solid! I'm mad with myself because I don't like making mistakes. But I'll learn from today and that will help me do better next time."

Yvan Muller: "Despite being disadvantaged by our ballast – 40 kg more than our main rivals – and a circuit that doesn't reward speed, we had the potential to pull off a really good result today. I wasn't totally comfortable with my setup but I still did my best to try and secure a place in Q3. There were only a few thousandths in it. It's a shame, because finishing sixth puts me in two tough positions on the starting grids. Fortunately, we scored maximum points for Citroën in MAC3."

RESULTS AND STANDINGS

QUALIFYING

1. Rob Huff (Honda Civic WTCC)
2. Norbert Michelisz (Honda Civic WTCC)
3. Tiago Monteiro (Honda Civic WTCC)
4. **José María López (Citroën C-Elysée WTCC)**
5. Nick Catsburg (Lada Vesta WTCC)
6. **Yvan Muller (Citroën C-Elysée WTCC)**
12. Tom Chilton (Citroën C-Elysée WTCC)
14. Mehdi Bennani (Citroën C-Elysée WTCC)
15. Grégoire Demoustier (Citroën C-Elysée WTCC)

MAC3

1. Citroën
2. Lada

López and Muller López and Muller head for Bennani's home turf!

29 April 2016 | FIA WTCC – Marrakech (May 6-8) — Preview

Over the years, Marrakech has become one of the highlights of the FIA WTCC season. Now, the circuit is inaugurating a new track, completely different from its predecessor.

José María López and Citroën currently lead the World Championship standings and will be looking to continue their momentum, while Yvan Muller will be seeking his first race win of 2016. The Citroën Total drivers will be joined by Mehdi Bennani, who will enjoy unstinting support from his home crowd after a stellar start to the season for the SLR team in his Citroën C-Elysée WTCC.

The Moulay El Hassan circuit in Marrakech, which made its first appearance on the FIA WTCC calendar in 2009, was, until now, known for its long straight sections, punctuated by chicanes and connected by one hairpin and a few fast curves. This atypical circuit, lined by concrete safety walls, had been a happy hunting ground for the Citroën C-Elysée WTCCs.

In 2014, in its very first race in the competition, Citroën Total produced a resounding performance to monopolise the podium through José María López, Sébastien Loeb and Yvan Muller, before pulling off another one-two finish in race 2. Last year, five Citroën drivers – López, Ma, Loeb, Bennani and Muller – took the top five places in a race for the first time in the brand's motorsport history! In the second race, the team again won all three podium spots, with Yvan Muller victorious, demonstrating beyond doubt the supremacy of the C-Elysée on this 4.545 km circuit.

It's all change in 2016, with a new circuit in the same location but with characteristics that could not be more different than those of the old track. The cars will drive anti-clockwise around this new course, which twists and turns around the paddock before incorporating part of the old circuit, but in the opposite direction. At just 2.971 km, it will be one of the shortest tracks in FIA WTCC history.

Thanks to the one-two finishes achieved by Bennani / Chilton and López / Muller at the Hungaroring, Citroën has a 40-point lead in the Manufacturers' World Championship.

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.

On the 15 May 2016, club members met at the Caltex Service Centre in Longwarry North where we assembled prior to our proceeding to Noojee for lunch at the pub. After suitably refreshed we proceeded via Rokeby and Neerim to Noojee stopping at the Trestle Bridge for a walk and the usual tourist look-see.

The **Noojee railway line** is a closed railway line in Victoria, Australia. Branching off from the Gippsland line at Warragul station, it was built to service the timber industry in the upper Latrobe River area, transporting timber as well as providing a general goods and passenger service to townships in the area. The final section of the line between Neerim South and Noojee traversed increasingly hilly terrain and featured a number of large timber trestle bridges. Extensively and repeatedly damaged by bushfires over the years, the line was closed in the 1950s and dismantled. The last remaining large trestle bridge on the line has been preserved and has become a popular local tourist attraction.

From Wikipedia, the free encyclopedia



NOOJEE RUN MAY 2016

CITROEN RACING TODAY

Building a Citroen Racing Car

Computer-aided design (CAD)



From overall design to the smallest detail, over 4,000 plans are produced on CAD workstations during the development of a new car. We use technology developed by the PSA Group to calculate the resistance of materials and fluid mechanics.

Plastics laboratory



The team in the plastics laboratory create a quarter scale model of each car to refine the design. We carry out wind-tunnel tests using the quarter scale model before committing to producing a full-size one. It's here that cars like the Citroën DS3 WRC are born.

Bodywork laboratory



The bodywork laboratory handles chassis construction. Starting with a basic shell, the technicians cut, adjust and weld the tubes of the roll cage, transmission tunnel, suspension anchoring points and stiffeners.

Engine department



This is where the intricate parts for our racing engines are created. For the Citroën DS3 WRC, built for the 2011 World Rally Championship season, 100% of the engine parts were designed and built here. The cylinder block was cut directly from a solid block of aluminium. Assembling and testing an engine takes around two weeks.

Powertrain components laboratories



Powertrain components are developed and produced in two on-site laboratories, one dedicated to suspension, steering and brakes and the other to gear-boxes and transmission. Between them these two lab teams create some of the most crucial components for our motorsport cars.

Electricity and electronics laboratory

The electricity and electronics laboratory is responsible for producing wiring harnesses. It takes about seven weeks to assemble a harness, each of which includes several thousand connection points.

CITROEN RACING TODAY

Building a Citroen Racing Car

Metrology laboratory



Metrology is the science of measurement. Whether we've created them in-house or commissioned them from subcontractors, all the components for our motorsport vehicles have to pass the scrutiny of our metrology team and their 3D measuring units.

Assembly shop



Completed parts are stored in warehouse until they are needed in the assembly shop. This area is divided into two main parts, one dedicated to producing competition vehicles and the other to building test vehicles.

This is where all the hard work comes together.



Every day in our dedicated motorsport department, based in Satory, Versailles, nearly 200 people work to apply Créative Technologie to the world of motor racing.

Logistics

Designing, building, testing and refining a competition car is just the start. Here's a quick glimpse of the logistics involved in Citroën Racing's participation in the WRC and WTCC:

- 25 events across the two championships and around 15 practice sessions.
- 40 staff at each race, on average, and 20 people per practice session, including five logistics specialists and 15 people to handle the equipment.

Transporting all our equipment involves...

- 20 trucks for each race and practice.
- 12 containers shipped worldwide for overseas events.
- Ten tonnes of air freight for each overseas event in the WRC.

•
- And, to get our team where they need to be, per year takes...

- 1,500 plane tickets
- 400 rental cars
- 15,000 meals
- 6,500 overnight stays

<http://www.citroen.co.uk/about-citroen/motorsport/racing>

Could a Pick-up Truck be in PSA Peugeot Citroën's Plan for North America?

Images page 20

PSA Peugeot Citroën may announce a new direction, part of its six-year growth plan called “push to pass”, that aims to help PSA Peugeot Citroën expand its presence in markets outside of Europe and Asia. Speaking at the launch of the [new Peugeot Expert and Citroën Jumpy](#) vans in France, Peugeot CEO Maxime Picat announced the company's interest in a new ‘opportunity’ of growth. According to Picat *“We always consider the pick-up market as an opportunity, it's part of our history. We're thinking about it.”*

First for PSA Peugeot Citroën but hardly new itself, the mid-size pick-up model will most likely share the bulk of its mechanical components with either Toyota's eight-generation Hilux or the Fiat's new Toro.



Toyota's Hilux

If they go the Toyota route, the commonality continues a model sharing trend that has been established. The Peugeot 108, the Citroën C1, and the Toyota Aygo are identical underneath the sheet-metal. It's not too far-fetched to speculate that

Toyota would let Peugeot-Citroën have its own version of the Hilux.

Working with Fiat would further develop the truck relationship they have as Fiat currently sells the Ducato, a re-badged Peugeot's Boxer and Citroën's Jumper van series,

Reportedly whatever form it takes, PSA Peugeot Citroën's truck will be a body-on-frame model available in several configurations, including single cab, double cab, and cab-chassis. Most variants will ship with a four-cylinder turbodiesel engine. A manual transmission and rear-wheel drive will come standard, and buyers will be able to order an automatic transmission, four-wheel drive, or both at extra cost.

If a pickup is indeed in the works, it will likely go on sale across Europe and in a handful of international markets — including Latin America and Australia — in about a year. Since pick-up trucks account for sizeable amount of the North American market, offering such a vehicle here may appear as an enticing opportunity for PSA Peugeot Citroën, but the market is already dominated by not only Chrysler, Ford and GM, but import rivals like Honda, Nissan and Toyota who have been working hard for over a decade to establish their models in the market.

Most likely as the PSA Peugeot Citroën see that other manufacturers such as Renault, Fiat and Mercedes-Benz have similar models in the pipeline. They don't want to be perceived as not having product in a competitive segment within markets like Europe, Latin America and Australia.

Citroenvie 18 April 2016

The CCCV Newsletter

DS 4S Debuts at the 2016 Beijing Auto Show

Citroën: April 25, 2016 – Beijing



The DS 4S made its official debut in China today at the 2016 Beijing Auto Show. Exclusive to the Chinese market, the DS 4S will be produced at Citroën's Shenzhen production facility in China, and is the fourth model to join the DS line-up in China alongside the DS 5 DS 5LS and DS 6.

Designed in France, the DS 4S differs from the DS4 and DS4 Crossback in other countries. Design tweaks can be seen on the front fascia, with new headlamps, bumper, fog lamps and additional LED strips. The rear meanwhile, gets DS3-like tail lamps and a different bumper as well, still sporting a dual exhaust setup.

Six exterior paint finishes are offered; Dark Fire Red, Silver Grey, Pearl White, Hickory Brown, Black Perla & Whisper. Additionally, five trim levels are available – Comfort, Fashion, Luxury, Luxury Technology and Prestige..”

Inside, the DS 4S features a handcrafted dashboard that takes up to eight hours to be made, and “embodies the spirit of Parisian luxury craftsmanship.” .”

The rear also gets designed to offer a “record-setting amount of leg room for the compact segment.” Achieved by lengthening the wheelbase and a revising the suspension setting.

Three engine options will be offered, including two 1.8 litre petrol units – THP 160 and THP 200. The third option is a 1.2 litre turbocharged Puretech 130. All engines are paired to an EAT6 automatic gearbox.



KNOCK KNOCK

Article & images: Brian James.

I had a call from Bruce Stringer from CCOCA who asked me if I was going to Citin and would I take some images. I had done the same together with Julian during the 60th Anniversary of the Ds run.

As money is somewhat limited I decided to stay with my sister at Tatura, and go to Echuca on the Saturday, and the Draught Horse Muster in Moora on the Sunday; and either returning direct to Melbourne or staying another night in Tatura. A detailed list of images required was sent to me, and I set about charging up the camera etc.

A few weeks prior to Easter my A/c would not get cold. After a check at my local garage where I have my C4VTR Coupe serviced, I was informed that the clutch on the A/c compressor had collapsed. After Gavin the mechanic searched for a 2nd hand one, none were available; but only one new one. So \$1,700 later it was installed on the Thursday prior to the Easter weekend. I did not desire going up there in hot weather without an A/c.

Progressively over a longer time span, I could hear a knocking sound at the top of the engine when idling at the lights or in my own garage, and yet; the engine performed smoothly and with power in normal driving. It was similar to the sound of loose tappets in the past. At the Concours in Bundoora Park it was also noticed by Peter Moloney at the gate when collecting my \$5.00 entry fee. A little later in the day there was a huddle of male faces over an open bonnet offering opinions as to what it might be and what may be required to solve it. Another trip back to Gavin was required.

Gavin first listened intensely with an ear very close to the top of the motor, and then he went inside to get a small stethoscope. After removing the central panel on the top of the motor he applied the stethoscope to various positions. Next he removed a long box in that section and the spark plugs were revealed. *Ever since I bought this car, I always wondered where they were.* In checking the plugs, one was noticeably loose and after an inspection of the plug, tightened it up.

What I wondered is where are the plug leads that were always a part of cars I had in the past? There did not appear to be any. He explained that it was an inline coil pack, and showed me how it directly fitted over the plugs, so no leads as such were required. Of the plug that was loose, the extended rubber cone shield on the inline coil was somewhat scuffed, scoured and burnt, whereas the other three were very clean. The suggestion was to replace the inline coil pack. As I was going out that night he put it all back together and I drove home with the engine running quite smoothly although after a little bit of rough to start.

The next morning he had the part and after \$265.00 it was replaced. All is good now – except my bank balance.

The following is an extract from Wikipedia.

Modern ignition systems

In modern systems, the distributor is omitted and ignition is instead electronically controlled. Much smaller coils are used with one coil for each spark plug or one coil serving two spark plugs (for example two coils in a four-cylinder engine, or three coils in a six-cylinder engine). A large ignition coil puts out about 40 kV, and a small one such as from a lawn mower puts out about 15 kV. These coils may be remotely mounted or they may be placed on top of the spark plug (*coil-on-plug* or *Direct Ignition*). Where one coil serves two spark plugs (in two cylinders), it is through the "wasted spark" system. In this arrangement, the coil generates two sparks per cycle to both cylinders. The fuel in the cylinder that is nearing the end of its compression stroke is ignited, whereas the spark in its companion that is nearing the end of its exhaust stroke has no effect. The wasted spark system is more reliable than a single coil system with a distributor and less expensive than coil-on-plug.

Where coils are individually applied per cylinder, they may all be contained in a single moulded block with multiple high-tension terminals. This is commonly called a coil-pack.

A bad coil pack may cause a misfire, bad fuel consumption or loss of power.



IMAGES:

Inline coil pack on the top of the motor of a Citroen C4VTR 1.6l motor.


Sales and Wants

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

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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.



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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



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

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.

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” **Reduced to \$3,200 ONO**. Car is located in Fingal [back beach of Rye]. Contact Richard 0417316060.



Sales and Wants

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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

WANTED: Set of four 2CV wheel rims

6/16

These will be fitted to our RAID vehicle so we'll be very happy with non-perfect-looking rims.
Please contact Graeme Dennes
E-mail gdennes@bigpond.com or 03 5629 5141

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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