

If undeliverable return to:

CCCV PO Box 751

Frankston Victoria 3199

ACN A29766N

The CCCV Newsletter

PRINT

POST

PP 100001479

POSTAGE

PAID

AUSTRALIA

THE



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

May 2015

Internet www.citcarclubvic.org.au

Cars Boxed in on English Motorway

China first 3D car

Citin Motohkama

What DS Tyre?

IN THIS ISSUE

Citin 2015 Report

China's first 3D car

DS Tyre Dilemma?

Phantom traffic jams—UK

CITROËN CAR CLUB OF VICTORIA Inc.

PO Box 751 Frankston Vic 3199

PRESIDENT

John Parsons * 5977 6 115
pastorjohnhelen@yahoo.com.au
2 Leonard Drive, Somerville Vic. 3912

VICE PRESIDENT

Tom Grucza * 0431 396 277
badjatom@gmail.com
PO Box 238 Nunawading VIC 3131

SECRETARY

TREASURER

John Fedorko * 0438 597384
treasurer@citcarclubvic.org.au

COMMITTEE

David Rogers * 03 9783 8113 Mob: 0422 229484
drogers11@gmail.com
1 Birdwood St. Frankston VIC 3199
Brian James * 03 9728 5526
photoimage2001@yahoo.com.au
12 Lucas Ave. Kilsyth VIC .3137
John Dorgan * 5282 1900 Mob. 0428 358 095
dorgy1@bigpond.com
90 McIntyre Rd. Lara VIC. 3212
Wolfgang Siem
woljen@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
john_wyers@bigpond.com PO Box 184 Mt. Eliza Vic. 2930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950

ferdi.saliba@gmail.com

Peter Dekker * 0425 703 899

NEWSLETTER EDITOR

Brian James

Photoimage2001@yahoo.com.au

LIBRARIAN

Simon Potter * 9878 8731 Mob: 0407 407 686

cccplibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

MEMBERSHIP RATE

Metropolitan including printed newsletter \$ 60.00

Country including printed newsletter \$ 45.00

Online newsletter only. \$ 30.00

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At

AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the month

Contact the Vice President for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

RENEWAL

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

NEW APPLICATION

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

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



Cit-in 2015 is now over and what a time it was. As I write the post Cit-in tour is still in full swing with

some forty people exploring the Flinders Ranges. Many of those intrepid explorers also joined us in Ted's Terrific Tour which is rapidly becoming a pre-Cit-in fixture.

We left Melbourne on the Tuesday before Easter, an eclectic group of people and cars that included 6 2CVs, 4 DSs, 2 tractions, a C4 Aircross, an Audi and a Renault Traffic in a fleet that grew to 18 cars by the time we reached Birdwood. The first night found us at Hall's Gap enjoying the spectacular scenery, the Wallabies in the camp ground and a hearty meal at the pub.

On Wednesday we drove South through the Grampians before tuning West to lunch at the old gold mining town of Harrow, complete with its own motor museum which included a 5hp Citroen. On to Naracoorte where we visited the limestone caves and puzzled at seashells several hundred kilometers inland, before enjoying a dinner provided by the Naracoorte Historic Vehicle Club at their substantial premises. I was green with envy. They raise funds by hosting dinners and have a large permanent display of members' vehicles on site, including tractors and stationary engines.

On Thursday we travelled to Keith and Tailem Bend before diverting to Mannum where we stayed in rooms in a converted pump-house at a riverside caravan park. The after-dinner sing-song was so musically magnificent that park management arrived on the dot at the 10pm curfew to shut us down. The next morning at 5.45am a set of bagpipes that desperately needed servicing emerged in the hands of someone who couldn't play them but that didn't stop him. Nor did management.

The resulting 'tune' was neither amazing nor graceful and he'd misread his clock, wanting to raise us inspired to the new day at 7am! Helen Cross did not have a gun, so the man survived.

It was an easy drive to Birdwood on Friday with lunch on the lawn of the National Motor Museum where we were joined by many South Australians in DSs, 2CVs, tractions and a brace of SMs together with old raid friends Axel Kaliske and Uschi Walter who had flown in from Seattle. All of us, about 50 cars, then proceeded in convoy up the Barossa valley to Nuriootpa and Cit-in.

Cit-in was marvelous. It rates a separate, fuller report from someone else who attended but it was very well attended (172 or thereabouts), very well run and raised the bar even further from the high standard set at Rawson.

The point of these activities, the pre and post Cit-in tours and the event itself is enjoyment. It is just plain fun travelling with a group of friends, seeing parts of our country that you wouldn't otherwise see and renewing friendships with old raiders and Citters-in. There was a lot of chatting and laughter over a lot of eating and drinking and a lot of admiring of some beautifully turned out classic Citroens. There was also a lot of excitement about next year's Raid Australia, too; the most common remark being: "I can't wait!"

So, onward to next year's Cit-in in Echuca, organized by CCOCA. It promises to be just as enjoyable as this one and I would encourage everyone, particularly those who haven't done so before, to consider and plan for a memorable Easter 2016.

John Parsons
President CCCV



DISCLAIMER

This newsletter may contain articles with suggestions and advice for maintaining and modifying your car. It is your responsibility to ensure that any modifications or maintenance carried out on your vehicle conforms to all applicable safety and design laws and regulations and any stipulation made to your insurance company. The editors, authors, CCCV Inc. Committee

*The Newsletter proudly printed by AVLON PRINTING
1A Viking Crt. Cheltenham North, Victoria 3192*

FRONT COVER

**How to get boxed in on a British Motorway.
Pages 10-11**

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 (Subject to committee approval)..

CCCV welcomes the following new members to our family: Brent McKinstry, Jane Power, Barry Teesdale, Loretta Hambly, Ken Burchett, Peter Moloney with Ken and Heather Hall and Tim Rowse. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

Price Reduction As of December 1st, 2012 the price of LHM oil is reduced to only \$12-00 per l.

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

Events Calendar		2015	Draft Activities Program	2015
Apr	1	Club Night—Nibbles & natter.	Jul	1 Club Night - French Style
	3-6	Citin—Barossa Valley SA.		Run TBA
May	6	Club Night - Bernie Rachelle Route 66 in a 2CV .	Aug	5 Club Night
	24	Run to Beeac– north of Colac See add on page 5	Sept	2 Club Night
Jun	3	Club Night 50th Anniversary CCCV <u>To be held at Box Hill Golf Club</u> Full details on page 6 this issue	Oct	7 Club Night
	21	Run—Blackwood 10:00am BP garage, south side of Western Highway, Blackwood	Nov	4 Club Night
			For more details on club events contact John Dorgan on 0428 358 095	
Monthly 1st Tuesday Jetty Cafe Corner of Jetty Rd and Point Nepean Hwy [Melway 158 F12] Rosebud from 10.30am				
Denotes a Non CCV sponsored event. <input type="checkbox"/>				

CCCV Club Advice Line

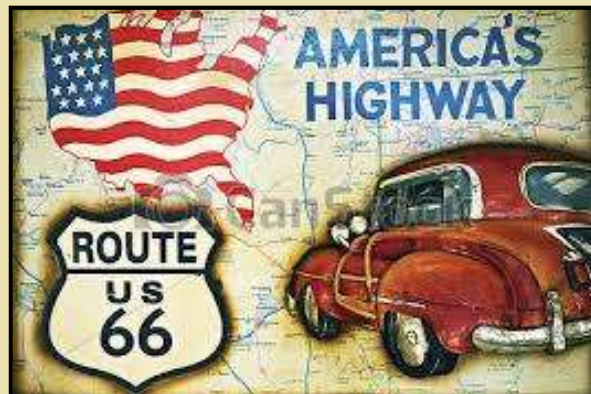
Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM	Roger Imrie	9890 1834
GS/GSA	Daniel Flinn/Andrew Smith	9755 2439	C2/C3	Don Scutt	9807 8999
ID/DS	Peter Dekker	0425 703 899	C5	Leigh Snell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

Forthcoming Club Events

May 6 Club Night

Bernie Rachelle

Cruising Route 66 in a 2CV



MAY 24 SUNDAY

RUN TO BEEAC

TIME: 9.00am
FROM: Car park opposite Queens Park, Moonee Ponds.
TO: Beeac Hotel
COST: All food and refreshments other than tea and coffee are at your expense.
BOOKING: Essential
RSVP Monday 18 May 2015
CONTACT: Max Lewis president@citroenclassic.org.au
03 9372 0921 / 0458 993 771

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

Jun 3 Club Night 50th ANNIVERSARY DINNER

At Box Hill Golf Club

See next page for full details. Book NOW!



Citroen Car Club of Victoria Inc
50th Anniversary Dinner

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

Box Hill Golf Club
6.30pm Wednesday 3 June 2015

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

Dinner is served at 7pm sharp

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



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

Cost: \$50 pp

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

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

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

Names of attendees: (Include any dietary requirements)

.....

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

Bank: Bendigo Bank
BSB: **633-000**

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

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

Be very wary about buying a Citroën on ebay.


There are people purporting to sell restored Citroëns through advertising them on ebay. They show a vehicle and then state that they will restore it to your specification. Well, I have been contacted by over a half dozen people who bought into that proposition and have either received a car that had serious flaws after months of haggling over price increases that put the car far over market value, or have not received anything at all. Unfortunately they all bought online prior to joining Citroenvie. Otherwise we would have pointed them to the honest suppliers that we have listed and told them to RUN, not walk away, from these ebay scams.

Just this past week I was speaking with a couple in Ontario that ordered a 2CV from a "Citroën specialist" in New Jersey over 2 years ago and have not seen the car. Yet in the interim they have paid over \$18,000 US in increments thinking that their car was being built. They stopped paying about a year ago after been continually told that the car would be delivered shortly (at which point they would need to pay another \$6K!). Well, they took a drive to New Jersey this past winter and unexpectedly dropped in on the place. Not only was there no car for them but the guy there said that he had spent their money on other cars and could not provide a refund. He promised to deliver a 2CV to them in March. It's now April and still nothing. Being in Canada, suing in New Jersey would probably cost them more than they have lost to date. Very sad... And that's just one of

situations we are aware of, including cars that were delivered to customers that were unfit for the road!

So please, if you are thinking of buying a Citroën or know someone who is, deal with the trusted parts and services people.


Citroenvie!



Cavalcade of Transport
A drive to Yarra Glen Racecourse

Sunday 17th May 2015

To celebrate the
National Motoring Heritage Day



Entry is by Gold Coin Donation.
Gates open 10am
Proceeds donated to Yarra Glen CFA

Free bus to Yering Station Farmers Market (entry to market: free)
Picnic atmosphere Onsite catering

Enquiries: 03 9890 0524 or www.aomc.asn.au

Jun 21 SUNDAY CLUB RUN TO BLACKWOOD

TIME: 10:00am
FROM: BP garage, south side of Western Highway, Blackwood
TO: Blackwood Hotel, Martin St., Blackwood
COST: Pub grub
BOOKINGS: Essential, by 17 June
CONTACT: Kirk: Mob 04 2571 7572 or [03] 9363 2464

The Blackwood Pub was built in 1868 and is the oldest weatherboard pub with a continuous licence. The Pub is surrounded by spectacular forest, full of memories of the gold rush.

In years gone by it was a bustling town; coaches driven by Cobb & Co would thunder through the town. The place was full of miners; all were there to make their fortunes in that spot so full of gold.

The Blackwood Pub offers wonderful old fashioned pub grub in front of a roaring open fire.

Following on from the very successful Cit-In in Rawson last year Club Citroën of South Australia club hosted a wonderful event in Nuriootpa in the spectacular Barossa Valley.

The vehicle line up covered nearly all decades since Citroën's rear wheel drive days and the ever improving standard of the cars on show reflected the care and attention devoted to these enduring classics. We were treated to beautiful weather over Easter. The show and shine on Saturday morning drew lots of local interest and Citroën had examples of the latest releases of the DS series to support the event.

People had the choice of taking part in the traditional observation run after the car show or touring the district's extensive vineyards. Whilst the landscape was parched due to the drought conditions the charming historic towns and points of interest more than made up for it. We enjoyed a wine tasting with a scrumptious dinner that evening and the conversation continued well into the night in true Citin tradition.

John Parsons hosted the Easter Sunday service in an open air bush chapel among majestic gums with native bird songs adding to the atmosphere. Later, lunch boxes of delicious gourmet meats and cheeses were given out in the picturesque grounds of the Seppeltfield winery where we spent the afternoon. Sitting on the shaded green slopes overlooking the motorkhana field we watched everything from a 5CV to the latest DS3 try their luck at beating the clock or showing off their precision driving expertise. We all agreed it was probably the best motorkhana event of recent years.



Sunday nights presentation dinner was a dress up affair and well deserved awards were presented whilst we enjoyed another first rate Citin meal. Victorians

featured well in the awards and I believe we were the best represented state.

It was great to catch up with old Citin friends over the weekend and, with the long goodbyes after breakfast on Monday, we set our sights on the 48th Citin hosted by CCOCA in Echuca next Easter where we can all enjoy the experience all over again.

Congratulations to Citin coordinator Rolf Breyer and his committee and president Greg Moorhouse on an outstanding job.

We'll report on Teddie's tour to Nuriootpa and the post Citin Flinders Ranges tour in the next edition.

Class Winners



Car of the show and ID/DS class. Bill Burrell SA DS23 People's choice for ID/DS class. Ferdi Saliba Vic ID19 RWD and people's choice. Dave Gilbert SA 5CV A Series. John Parsons Vic 2CV SM/XM class. Colin Cooter SA SM X Class. Christa Moch NSW Xantia C5/C6 class. Colin Cooter SA C6 AX/BX/GS/CX class. Gerry Collela SA Cx Hard luck trophy. Phil Smith Vic BX

Furthest travelled. John Freeman WA ID Safari Observation Run. Peter Brown & Christa Moch NSW Motorkhana ladies trial. Helen Cross Vic 2CV Motorkhana D series. Rob Turner Vic Motorkhana C series. John Wyers Vic C4 Aircross Motorkhana Traction. Craig Jacobs SA Motorkhana A series. Axel Kaliske Seattle USA 2CV Motorkhana overall winner and modern DS series Sean Mackle SA Maxim Motors Trophy. South Australia Bryson Trophy State Award. SA Ray Huth Encouragement Award. Liz Pike & John Henderson SA AK400 Parts recognition. David Gries Vic.

Tom Gruzca

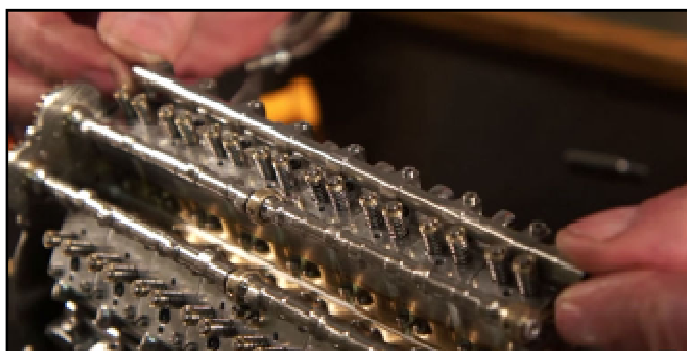
(Images in centrespread)

Hobbyist hand-builds a tiny, running W32 engine

It took 2,500 hours to build from scratch, and runs so smoothly you can balance a coin on it.



Think it's nerve-wracking to assemble a freshly-rebuilt engine? This guy probably thinks that's cake. Sure, keeping track of thousands of parts and making sure everything goes together in the right order and to exacting specifications is an exercise in patience and carefulness. But multiply that by ten, and you'd still fall short of the challenge this hobbyist faced when he set out to [build a fully functional miniature W32 engine from scratch](#).



This astoundingly detailed project is the latest micro-build from the workshop of José Manuel Hermo Barreiro, known to modellers and gear heads simply as *Patelo*. The retired Spanish naval mechanic has been wowing the internet with his intricate mini-motors for years, and this W32 is probably his most ambitious yet.

The full project took 2,520 hours. Patelo machined 850 pieces by hand, assembling them with 632 individual screws. That's a tall order on its own, but look how *tiny* those valve springs are.

A static conversation piece would be impressive enough for most of us, but not for Patelo. Like his previous projects, a compressed air source lets this engine rev just like the real thing. Watch it in action here:

<https://www.youtube.com/watch?v=ZVuKp5M3de8> Video of assembly.

This is absolutely fascinating. Watch it. Ed.

PHANTOM JAMS



'wave' continues until traffic far back is almost at a crawl. The jam will not clear unless everyone is able to move at the same pace at once.

'The basic equation is $Q=KV$, where Q equals the flow of traffic, K the density of vehicles and V the



Phantom traffic jams happen when you are driving along and see brake lights ahead. Before you know it, you are confronted with a queue. You will be far, far away from where it was created, and by the time you reach that point you cannot see the cause because it will have disappeared. As you drive forwards the effects of the phantom jam move backwards.

'You might not be quite queuing but you are going at 30-40mph and just the smallest changes, such as a driver mistake or changing lanes, tend to be magnified and they travel up the motorway in the opposite direction to the traffic.'

The mathematical theory, known as the Butterfly Effect, explains the way small disruptions like a driver changing lanes can develop into a sequence that slows everyone down. The related Invisible Waves theory shows how a ripple effect of congestion is created when an initial incident forces several rows of cars to slow down.

If a driver makes a sudden turn into another lane, those already in the lane have to slow down to let him in, while vehicles further back have to go even slower to stay at a safe distance. This 'backward travelling

speed of vehicles,' says Ben Heydecker, Professor of Transport Studies at University College London. 'The Highways Agency is trying to get lots of vehicles through the roads in a short period of time so they want high values of Q .



Motorway overhead displays alert drivers to the variable speed limits, one of the few ways to control traffic flow

'You can do that with the right balance of K and V . If density is too high then Q becomes low because the speed is too low. The opposite happens with low density but high speed because you are left with low numbers of traffic. And that's no good to anyone.

This is the flow-density relationship.'

What this has led to over the past few years, he says, is the development of variable speed limits.

'Everyone dislikes middle lane hoggers,' he says. 'They are a nuisance. They cause a loss in capacity on the roads because they force other people to change lanes in order to pass them.

'We did a simulation to slow drivers down in order to see how much capacity was reduced, but actually found it was very little – if you stopped drivers passing these middle lane drivers, that capacity went up – so the end product is like a variable speed limit.

'This leads to an interesting tension between what individual drivers want and what highway managers want. Traffic managers want high flow and individual drivers want high speed.'

The Highways Agency is faced with this delicate balance every day. Tasked with maintaining our motorways and major trunk roads through seven regional control centres, it deploys a wide range of measures to make sure that we get to work each day.

As part of its Managed Motorways scheme, it is already trying to compress the maximum traffic into the minimum space by using hard shoulders and variable speed limits to discourage lane-switching. Detector loops on roads have also been introduced – if a car stops, it alerts the Highways Agency to monitor CCTV cameras in that area – and traffic lights at junctions may soon be used more to control flow onto motorways.

1.8 a month, and journey time reliability increased by 22 per cent.

But these are nothing compared to what we can expect less than two decades from now.

If Tom Robinson gets his way, we will soon be driving towards a very different tomorrow when it comes to using motorways. His company, hi-tech British engineering consultants Ricardo, is involved in a revolutionary project called SARTRE (Safe Road Trains for the Environment).

Its simple aim? To solve congestion by making us, the drivers, redundant – at least, for large portions of our journeys. At the plan's heart is a trained driver at the wheel of a specially adapted truck or car, capable of taking control and guiding a train of vehicles driven by regular drivers. Information will be sent wirelessly from the lead vehicle to the following pack, spread as little as a yard or so apart. A mix of cameras, radar and laser detectors will monitor the road around them.

Drivers will be able to read, make business calls, work on computers and watch films – although Robinson cautions against sleep – while the lead vehicle takes the strain. A trial involving a truck and ensuing car has already been successfully completed in Sweden, with a three-car platoon currently being tested in conjunction with Volvo.



Next year the project will move to Spain to trial the platoon on an open road. By the end of the three-year project, in September 2012, Robinson is confident that the consortium will be successfully testing five-car platoons, and then they will look to roll out production models.

Since the M42 has started using the hard shoulder, the Highways Agency also points towards a ten per cent reduction in vehicle emissions because of less braking and accelerating, a decrease in accidents from 5.1 to

Read more: <http://www.dailymail.co.uk/home/moslive/article-2007848/Traffic-jams-Ever-wondered-youre-stuck-theres-jam.html#ixzz3V4efwO7>

Peugeot, Mitsubishi and Citroen Suspend Production in Russia

• Reuters Mar. 27 2015 10:57



PCMA Rus, a Russian venture owned by France's PSA Peugeot Citroen and Mitsubishi Motors Corporation, will temporarily suspend production of Peugeot, Citroen and Mitsubishi models, it said late last week.

The venture, which has a plant in Kaluga south of Moscow, said it would also cut 100 jobs.

After several years of growth in excess of 10 percent, car sales in Russia dropped in 2014 as the economy weakened, battered by Western sanctions over the Ukraine crisis and sliding oil prices.

The market could plunge by as much as 35 percent this year, according to PricewaterhouseCoopers, and a string of carmakers have cut back local production.

"The continuing deterioration of the market situation forces us to make painful decisions," PCMA Rus said in a statement.

Production of the Citroen C4 Sedan and Peugeot 408 will be halted from April 27 to July 10.

The production line of sport utility vehicles (SUV) will also be stopped from April 2 until May 12.

Two Mitsubishi models, Outlander and Pajero Sport, have been assembled at the SUV production line in Kaluga.

Peugeot holds a 70-percent stake in the venture and Mitsubishi owns the remaining 30 percent. The first models were produced in 2012 and the plant has annual production capacity of 125,000 units.

The Moscow Times

In case you need a DS part or two...



Here we have an extreme case of Citroenitis. The virus has been contained in this fenced-in compound in Colorado Springs where about 40 Citroën DS19 and DS21 cars and station wagons, and a building full of parts, are now being offered for sale by the affected owner. Feel up to an all out DS restoration or would you just like to have a few spare body parts on hand?

We first mentioned these cars in our November 2013 post: *Citroën Field of Dreams*. John Reed, who was one of the most active Citroën mechanics in the Denver area, had them stored at a different lot. They have since been moved to this spot located on Stone Ave, between the Unfinished Furniture Warehouse and Atlantic Relocation Services, and are up for sale again *on Craigslist*. Though the ad doesn't provide any contact info!



<https://cosprings.craigslist.org/cto/4969840423.html>

CITIN 2015 IMAGES





Motokhama



Are you facing a DS tyre choice dilemma?



year production span, and varied use, there was a market for cheaper tyre alternatives than Michelins. Today people make tyre choices for their DS depending on the condition of the vehicle; whether it is daily driver, an occasional use vehicle, or a car where one wants to experience “the true legendary DS ride”. For those forgoing original Michelins, tyre alternatives basically comes down to size and price. Mostly though, – price!

All the tyres we will discuss here will work on a DS or ID, but let’s look at size considerations first:

All Citroën D models up until September 1965 used tyres that were mounted on 400mm (15.75”) rims. After September 1965 tires for all D models were mounted on 381mm (15”) rims.

The initial Citroën DS19 and ID19 were fitted with 165×400 Michelin X radial tyre in the front and 155×400 Michelin X radial tyre in the rear. But DS19/ID19 sedans, wagons, and convertibles from 1955-1965 destined for the North American market were delivered with 165×400 Michelin X all around.

The first major change in tyre fitment to the Citroën DS/ID occurred in the 1966 model year when they took the unique step of fitting a 180×15 Michelin XAS at the front of the car and a smaller 155×15 XAS or 165×15 XAS at the rear. (Did you know that the Citroën D is the only car legally allowed to have larger tyres on the front in the UK!)

The later cars were fitted a 180×15 XAS or 185×15 XAS all round.

But wait! – If you want a 185×15 Michelin XAS you are out of luck. In that case you have to go with the 185VR15 XVS

The Michelin XVS was launched in 1972 and was a development of the XAS. It was designed to provide high-performance grip levels for cars with a speed capability exceeding 200 km/h and flat tread with water drainage channels, similar to the XAS.

The XVS – P was a further development of the XVS requested by certain car builders. The P (for “protection”) highlights the fact that the tyre includes a heavy-duty rubber bead on its outer sidewall, in order to protect the

Citroëns were designed to run with Michelin tyres. In fact, during the period from 1935 to 1974 Michelin actually owned Citroën. So the cars they produced in that era were intrinsically engineered for optimum performance with Michelin tyres.

When it comes to tyre replacement, many Citroën owners who source original Michelin tyres are shocked by their cost. And of course, for a radial tire to perform optimally, the rubber needs to be fresh. Tyres that are a decade or more old, no matter how good they look, will have hardened so that sidewall flex and road grip are very compromised.

Consequently people turn to less expensive alternatives in the hope of finding a tyre that can fit, perhaps even look like an original Michelin and have the same handling characteristics. Although this applies to owners of 2CVs (and all the 2CV variants), Traction Avant, GS and SM, for the purposes of staying focused in this article, we will look into tyre alternatives for the revolutionary DS, arguably the Citroën most engineered around the Michelin radial tyre.



First, suffice to say that if you want originality and can afford Michelin prices, go with an original Michelin tyre.

For DS owners, tyre choices are more varied and somewhat complex because Citroën used different sizes at different times. And since 1,455,746 D models were produced, based on high volume, a 25

← wheel or hubcap from curbside friction.



It is the 185VR15 XVS size tyre that has become the one that other companies have replicated.

Vredestein, a Dutch tyre manufacturer that in 1971, became wholly owned by B.F. Goodrich and in 2009 was acquired by India's Apollo Tyres Ltd, when the company name was changed to Apollo Vredestein BV, has

offered, for some time, the 185Hr15 Sprint Classic that many DS/ID owners install in an attempt to save money. However it spoils the handling of the D that really needs an asymmetric tread tire (similar to the Michelin XAS and XVS tyres).

Asymmetrical tread means that the inner and outer portion of the tread pattern is different. With the XAS, Michelin made more progress by differentiating the many elements that form the tyre. It was constructed taking into account the different kinds of work done by the shoulders, sidewalls and different parts of the crown, depending on whether they are on the inside or outside relative to the car. Just like a person's foot is asymmetrical, the inside and outside of a tyre work differently to give the car good balance and sure handling.

It has been said that driving on Michelin XAS tyres is like running on rails. What they offer is:



- Remarkable stability
- Exceptional road holding on bends
- Previously unknown levels of grip in all conditions.

It is these advantages that competitor NanKang, a Taiwanese tyre manufacturer with plants in Taipei and in the Chinese mainland province of Jiangsu, strive to achieve with their 185×15 asymmetrical tread tyres. Their 185/80R15

93H tyre is now branded as the Rebel.



The original Nankang version had a Michelin XVS style tread pattern but the opposite way around to how Michelin had it. The Rebel tread has been turned around the “right” way like a Michelin XVS.

The Rebel tyres are marked tubeless, but if fitting to an original Citroën D model wheel, a tube should be used and recommended tyre pressure is 32psi in the front and 29 in the rear.

Again, if you want authenticity on your pre '73 DS or ID, the Michelin 180HR15 XAS is the tyre to fit as they were designed for car. However you can fit 185×15 tyres; and if you choose to go that route, you are most likely doing so to save money.

The Rebel and the Vredestein 185×15 tyres are almost identically priced. The Michelin 185HR15 XVS tyres are 70% more, but that is based on comparable size which should only apply to post 1972 DS models. The proper tyre for earlier DS and ID models is the Michelin 180HR15 XAS and 5 of those are going to cost you £855, about 40% more than the Rebel and Vredestein tires.

Are original Michelin tires worth it? You be the judge. At least now you know your options.

Original article from the Citroën Blog—March 2015

3D printing: Australian researchers create jet engine, breakthrough captures attention of Airbus and Boeing



Australian researchers have created the world's first 3D-printed jet engine in a manufacturing breakthrough that engineers expect will lead to cheaper, lighter and more fuel-efficient jets.

The partnership between Monash University and spin-out company Amaero Engineering has captured the attention of Airbus, Boeing and defense contractor Raytheon.

The breakthrough opens the door for engineers to make and test parts in days instead of months.

"[In the past you had to] melt, mould, carve and turn to get the final product," said Professor Ian Smith, Monash University's vice-provost for research.

"This way we can very quickly get a final product, so the advantages of this technology are, firstly, for rapid prototyping and making a large number of prototypes quickly.

"Secondly, for being able to make bespoke parts that you wouldn't be able to with classic engineering technologies."

Professor Smith said he believed Monash was well placed to take advantage of the technology because the university made the materials as well as printing the parts.

"We're the only centre [in the world] that's developed the materials that go into the printers, so we can make stuff of sufficient quality," he said.

"That's why the French aerospace industry and large companies like Safran, Microturbo and Airbus are wanting to work with Monash and work with

Australian companies."

It all began two years ago with a challenge from French aerospace company Safran.

The company gave the Monash researchers one of their old engines and asked them to make a copy.

The engineers passed with flying colours and are now making top-secret prototype parts for Safran, Boeing and Airbus.

Professor Smith said the capabilities of the technology were only "scratching the tip of the iceberg".

"We've talked about how it can be useful in the aerospace industry, but we see enormous applications in the biomedical industry," he said.

"For example, if you're unfortunate enough to have one of those serious car accidents, you can be scanned in the scanner, that information can then be taken to a 3D printer, and while you're on the operating table we can print those precise body parts you might need."

Technically known as additive manufacturing, the machine uses a high-powered laser to fuse powdered nickel, titanium or aluminium into the shape of objects.

Professor Smith said the discovery could be an opportunity for the declining manufacturing industry.

"The real impact [of the car industry's decline] is the demise of the supply chain industry that supports the automotive sector," he said.

"We would like to think that revolutionary, disruptive technologies like this can take the place of some of the more traditional industries.

"We can build new industries or we can regenerate existing industries with these kinds of technologies."

*By environment and science reporter Jake Sturmer | ABC –
Thu, Feb 26, 2015 6:48 AM AEDT*

PSA may expand sales of Citroen C4 Cactus to China



The Citroen C4 Cactus has bold exterior styling to help it stand out from conventional hatchbacks.

March 4, 2015 06:01 CET

GENEVA (Reuters) -- PSA/Peugeot-Citroen may expand sales of its Citroen C4 Cactus compact to China, CEO Linda Jackson said, in a sign that a repositioning of the Citroen brand is bearing fruit.

The C4 Cactus began French deliveries last June and has been rolled out progressively to other European markets, notching up sales of more than 50,000 so far, Jackson said.

"Sales are above expectations," Jackson said in an interview at the Geneva auto show on Tuesday. "It's also a new chapter for the Citroen brand."

Under PSA CEO Carlos Tavares, Citroen is attempting to forge an exciting but budget image leaving sister brand Peugeot to challenge upscale mass-market brands like Volkswagen.

The repositioning is crucial to a turnaround plan at

PSA that aims to return the carmaker to sustained profitability after a brush with bankruptcy that led to a 3 billion euro (\$3.4 billion) government-backed bailout last year.

Although selling in lower volumes than mainstream rivals such as the Peugeot 2008 compact SUV, the C4 Cactus is going on sale this year in new markets including Turkey and North Africa. Launches are also being considered in Japan and Korea as well as China, Jackson said.

In Europe, the model sold 6,355 units in January, making it the brand's No. 3 seller. The C3 subcompact was the region's best-selling model with 8,252, followed by the C4 Picasso/Grand C4 Picasso midsize minivan with 8,065, according to data from JATO Dynamics.

Automotive News Europe contributed to this report

3

D



China's first 3D car hits the road

China's first 3D car made a bold statement as it hit the streets for the first time.

A 3D printed car has hit China's roads for the first time – and it's certainly not shying away from the limelight.

With its glistening gold exterior, the car made a bold statement as it rolled around the streets of Sanya, on China's Hainan Island. According to CCTV, the car was designed and built by 3D printing technology business Sanya Sihai, from the same city.

Weighing in at just 500kg (compared to around 1400 kg for a VW Golf), chief designer Chen Mingqiao says the car is strong and tough.

“The density of the materials is much lighter than metals, only one-seventh or one-eighth,” he said.

While the entire process of making the car from start to finish takes a month, it only takes five days to actually print it.

The car is powered with rechargeable batteries and can go up to 40 kilometres an hour.

DS EFI Injector Wanted

4/15

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



'D' Spares The Club has available a range of used parts, both body and mechanical, for sale to Club members.
Contact: GARTH CAMPBELL on 0406 427 657 for details.

Sales and Wants

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

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

2006 Citroen C6 Exclusive

12/14

88,000 kms, 12 months Vic reg VCC606 / ULE 231. Full service history and RWC. Lounge pack, Sunroof and all other options Satnav phone etc. Sfull set of original spheres (untested). 5 new boxed matching OEM wheels. Near concourse condition. Garaged Highett. \$35,000

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



For Sale: 1984 CX 25 TRI safari

3/15

Genuine 83,000 miles (134,00km). 3-speed ZF auto transmission. Front damage repaired with new longerons. Checked on Celette jig. Front panels repaired or replaced. Complete respray in original bleu romantique. Very good condition inside and out. Drives like a good CX should. \$7000.

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



HELP! 5CV Restoration Project

12/14

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

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

Sales and Wants

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

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

Citroen workshop manual—2 volumes.

(11/14)

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

Any body interested price at \$100 ONO.

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

Bruce Wells

For Sale

(11/14)

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

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

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

1994 Citroen Xantia

(11/14)

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

SPECIALISED NUMBER PLATES FOR SALE.

Just perfect for your Citroen. **\$600-00**

Contact: Charles Hardman m : 0413001234.

E: charleshardman@gmail.com



(12/14)

DS Pallas Seats For Sale

(02/15)

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

The red velour is readily available if rear seats need to be matched. Asking \$250 for the pair.

Contact Bob King 9878 1243





BEAUTY IS IN THE EYE OF THE BEHOLDER

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special vehicle - even Goggomobils.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to - a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.

So call Shannons for a    quote on 13 46 46.



SHARE THE PASSION

**INSURANCE FOR MOTORING ENTHUSIASTS
CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU**

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 006 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.

TYREPLUS EASTLAND

61 BOND STREET RINGWOOD 3134

PHONE: 9879-8487



PROPRIETOR
STEFFAN ROSIER

*Michelin Vintage Tyres
always available.*

*Please check for cur-
rent stock and prices.*

Club Badges

These can be ordered from the Treasurer at a cost of \$7.00 each. They are engraved white on red Traffolite and are 75mm by 30mm in size.

Payment can be by cheque or direct credit to the Club's account or by VISA or MasterCard See credit card payment slip



CHRIS CROSS GARDEN SUPPLIES

1575 Burke Road
Kew East 3102
(Melway Ref: 31 K11)

Telephone: 9859 2666, 9859 2655
Fax: 9859 2299

We can deliver anywhere

SANDS SOILS PEBBLES ROCKS MULCHES CEMENT PEA STRAW

Darebin Tyre and Service Centre
Incorporating
Cars of France

170 GRANGE Rd. FAIRFIELD

Ph: 03 9499 7522

03 9499 2478

www.carsoffrance.com.au



CITROËN Service

Full & Part restoration

Proxia & Sagem Diagnostic Equipment

**Sphere regas, change over starter motors,
alternators & hydraulic components**

Spare Parts New & Used



HEKA & CO



Restorations Pty Ltd

Complete Citroën Repair and Service Centre

UNEQUALLED QUALITY IN BODY REPAIRS PAINTING
SHEET METAL AND

CITROËN FACTORY AUTHORISED
REALIGNMENT JIGS TOOLS AND EQUIPMENT



- Mechanical Repairs and Service
- R.W.C & Vehicle Pre-Purchase Inspection
- Wheel Alignment Service
- Suspension Sphere Re-gassing Service
- New, Reconditioned, and Second-hand Parts

Unit 3
10/16 Stephen Rd
Dandenong VIC 3175

phone 03 9706 8355
fax 03 9706 8898
email heka@werple.net.au



**NOW
ALSO IN SYDNEY**

EUROPEAN AUTO IMPORTS

Parts for Peugeot, Renault, Citroën and Alfa Romeo

Carrying the largest stock of parts for these marques in Australia.
Club discount on production of current membership card. Mail order.

321 Middleborough Rd
Box Hill VIC 3128
Ph: (03) 9899 6683
Fax: (03) 9890 2856

Unit 3/10 Pioneer Ave
Thornleigh NSW 2120
Ph: (02) 9481 8400
Fax: (02) 9484 1900

eai@eai.net.au www.eai.net.au

SPHERE REGASSING

Peter Dekker * 0425 703 899

**Drive your Citroën everywhere. It will stimulate
your senses!**

LHM SALES

(Strictly Members Only)

ABN 74557610508

\$12.00 for 1000 ml container

Cheque or money order (payable to CCCV Inc.)

Note: Purchasers must receive a receipt

Cheltenham	Ian Norman	9583 6058
Ballarat	Shane Leviston	0434 562 745
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Somerville	John Parsons	5977 6115
Ashburton	Robert Belcourt	9885 4376
Shepparton	Rob Little	5823 1397
Warrnambool	Roger Wilkinson	5567 1037
Hurstbridge	Adelino de Silva	0419 886 480

Also available from club shop at club meetings.

PARIS MOTORS

www.parismotors.com.au

Citroën Service Centre

Email service@parismotors.com.au

42 APPLETON STREET RICHMOND 3121

Phone: 03 9427 0111

Fax: 03 9427 7985

- **Licenced vehicle testers**
- Fully equipped to service new Citroëns
- **All parts available**
- Part and complete restorations
- **Air-conditioning service**



Pleiades

Automotive Hydraulics (Australia) Pty Ltd

A.C.N. 087 262 388

« THE CITROËN HYDRAULICS SPECIALISTS »

Over 35 years experience



We recondition: - Steering racks, Pumps, Spheres, CX steering control units, Gas struts, Height correctors, BX strut etc.

We supply (Ex UK):- Corrosion resistant pipe, Flaring tools, Fittings, Seals & a wide range of Citroën Spares



IF YOU HAVE ANY CONCERNS BUT ARE UNSURE OF THE CAUSE, PLEASE RING FOR ADVICE



AUSTRALIA: -

PO Box 834 Childers Qld 4660
Phone/Fax: (07) 4126 2502
Mobile: 0427161132
email: pleiadesauto@pacific.net.au

UK:-

12a Brookside
Sawtry
Cambs. PE28 5SB UK
Tel/Fax: (001144) 1487 831 239
email: pleiades.sawtry@gmail.com
www.pleiades.uk.com

ALAN MANCE CITROËN

FINANCE AVAILABLE[#]



10% Off Your Next Service!

Present this voucher at your next service to receive a 10% discount*.

Sales and Service in one great location - 419 Barkly St.

NEW CARS ♦ USED CARS ♦ DEMOS



Alan Mance Citroën

www.alanmancecitroen.com.au

419 Barkly Street, Footscray

PH: 9396 8000 LMCT4976