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NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet www.citcarclubvic.org.au

May 2016

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MEMBERSHIP RATE

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

CCCV GENERAL MEETINGS

8.00 PM First Wednesday of the month except Jan. At
AMRA Club Rooms 92 Wills St. Glen Iris. Mel 59 J8

CCCV COMMITTEE MEETINGS

Meetings are held at 8.00pm on the **2nd** Wednesday of the
month Contact the Vice President for details.

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

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

CPS NEW APPLICATION

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

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



At every Cit-in there is The Presidents Meeting. It is the one chance every year that the presidents of our mostly state-based Citroen clubs can get together and discuss areas of mutual co-operation and interest. For example this year CCCV and CCOCA advised everyone that

rather than have separate Cit-ins in Victoria or nearby organized within two years of each other by CCCV (Rawson in 2014) and CCOCA (Echuca 2016) we will in future run Cit-ins jointly when Victoria's turn comes up. Our next Victorian Cit-in will be in 2021.

Speaking of Cit-in keep your eye on the Cit-in.org website soon for the info on Cit-in 2017 in the Stanley/Smithton region of North-West Tasmania. It promises to be a memorable location.

Meanwhile back at the presidents meeting someone raised the issue of attracting younger people to our clubs. This is a significant and on-going issue that affects not only our club but the whole classic car movement. Put simply, almost all of us are baby boomers which means that most of us are 60-something. What is our long-term future? Having celebrated our 50th anniversary last year, who will celebrate our centenary? Fifty years ago the DS was the i-phone of its era, cutting edge technology in a period when cars, many of them with great "character" were instruments of freedom and exploration. Now the car has become whitegoods, a mere appliance that does a job, with the real technological frontiers being largely electronic.

But these devices, while engaging and useful, don't send men to their sheds for hours of joyful tinkering. Our lovingly restored 2CV's name is Eloise. Do you know anyone who has given their i-pad a name? I rest my case. So when the question was asked, all we silverheads looked blankly at each other until Allen Maze, CCCQ president said "Well, when you work

that one out, let me know." I had to agree. This CCCV president, whose job is to give visionary leadership in what was confirmed at Cit-in to be the smartest state in the Commonwealth, hereby confesses a similar cluelessness.

The picture, while grey (groan), is not black. At our recent concours, Neil Rankine and his 20-something son William brought along William's timber-bodied model A Citroen as a work-in-progress. Another younger member, George Arandjelovic, won the D-series prize, always hotly contested, for his D Special on which he did all the work. Also at the concours with wife Rachel and two young children, was thirty-something member Tim Lee, whom you will meet next club night when he presents his illustrated experiences of racing 2CVs in England.

The trigger for this column, however, was CCOCA president Max Lewis's announcement at the concours of the appointment of the very young Gus Switala as CCOCA's ambassador to youth. His job, Max told us, is to increase CCOCA's membership of young people. What a brilliant idea! I'll follow his progress with great interest. Go Gus!

Back in our patch, I need your help on this one. The CCCV committee will begin tackling it next month. What ideas do you have that will help us pass on the classic car baton to the next generation? My son spent time in our CXs. Now he's into classic planes. And electronic devices, of course. But I've done my bit. Since my 70th I've adopted a policy of timelessness. If the rest of you follow suit, the problem won't exist, will it?

I Hope to hear from you soon.

John Parsons.

DISCLAIMER

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

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

FRONT COVER

Citroen DS3 at the Show & Shine Port of Echuca

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



Forthcoming Club Events

May 15 Sunday Club Run - change of location.

Noojee Pub Run

Join us on this scenic East Gippsland run to Noojee. We will visit the rail trail at the trestle bridge as well as the Noojee Heritage Centre.

10.30am Meet at the Caltex service centre at Longwarry North on the M1.

There is a good coffee outlet, burger joint and plenty of parking.

11.00am Depart for Noojee. We continue on the M1 then take the C426 through Rokeby and Neerim. See Melway Map X912.

Just before Noojee we stop at the famous trestle bridge. The bridge turn-off is on the RHS about 33km after you take the C246

Take the opportunity to have a good walk, taking in the beautiful Gippsland air to work up your appetite.

1.00pm Lunch at the Noojee Hotel.

After lunch we visit the Heritage Centre which is within walking distance from the hotel. Entry is free.

Bookings required by the end of April.

Contact Tom Grucza Phone/SMS 0431396277 or email badjatom@gmail.com



May 25 Wednesday

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

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

CCCV June 23Rd THURSDAY Club Run

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

The date is Thursday 23rd June (our first mid-week club run). We meet at the United service station, Cranbourne South at 9.15am for a 9.30am sharp departure. The tour commences at 10.30 and takes about an hour.

For bookings please contact Don Scutt on 9807 8999. Leave a message if the phone is unattended.

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



1921 RACV 1000 Mile Alpine reliability Trial

Even though it is 5 years away, the 100th Anniversary will be celebrated in style by the RACV; possibility with a re-enactment Tour.

"We want to trace relatives of those first competitors, together with current owners...." Can you help?

The Citroen entrants in 1921 were:

Private Entrants Class A – up to 2,200cc

No 28 Miss K. Braithwaite (Citroen) 8.59hp

No 29 William Dixon (Citroen) 8.59hp

Open Class, Class A – up to 2,200cc

No 1 H.T. Curtis (Citroen) 9.41hp

No 2 W.G. McDonald (Citroen) 8.59hp

Contact: John Parsons by phone on 5977 6115 or email, pastorjohnhelen@yahoo.com.au



Citroen 10hp type A.

Letters to the Editor—April Cover image

How could I not admire your choice of cover subject?

It is difficult to be totally definitive with the model because Citroen had so many modifications and permutations with that series that it was not surprising they went broke. However it appears to be a C6 of 1928 or 1929 with a long wheelbase 7-seat familiale body. My own car is a 1930 C6F torpedo. John Parsons.

It is most likely a C6 which was produced from 1928 to 1932. There were variations to the model over that period. All were six cylinder (there was a C4 four cylinder with the same body), track was widened and "floating power" flexible engine mounts were fitted by the end of the run. Colin Bates

Christian Maier images & article page 7



Philip Island Classic Festival of Motorsport

On Sunday the 13th of March, Garth Campbell and Bruno Tonizzo went to the Philip Island Classic Festival of Motorsport event. The day was well patronized by many Car Clubs that had set up displays in the paddock adjacent to the main straight. While admiring the many cars in the pit area, we came across a racing Citroen and it's proud owner Mick Stupka.



We briefly spoke to Mick about the car and how it was once owned by a Citroen Club member (I'm not sure if it was CCCV). Maybe one of our long time members can provide more information about the car.

Although we didn't see the Citroen racing around the track, I'm sure it must have been a lot of fun. I asked Mick if we could publish his photos in our magazine and he was delighted, standing next to his car with a proud smile on his face.

Bruno Tonizzo



Christian Maier South America

I just came back from South America with a group of 18 RACV Club members that travelled with me on a wine and food tour.

During our travels we encountered many older cars mostly French, unfortunately more Peugeot and Renault than Citroens but It still managed to shoot a few oldies that were crawling their way through traffic.

What is surprising in Chile Argentina and Uruguay is the age of these cars as we are talking about R12 R6 Peugeot 504 even some 304s and the odd Citroen 2CV and Visa. Clearly these cars are not on the road in France anymore neither in any other European country I have visited. After enquiring in Uruguay as to why there are so many around I was told that any vehicle pre 1990 don't attract taxes any more, in order to limited car imports as Uruguay is not a car manufacturer!

My favourite of the cars taken in photograph are the nice blue 2CV that was in very good condition travelling through traffic in Santa Cruz, Chile. The totally beaten up pale green fourgonette 2CV in Mendoza Argentina and the very sad looking traction that served as a giant pot plant in Colonia di Sacramento in Uruguay.

During our wine visit at Juanico in Montevideo we were fortunate to have been taken to view a small private collection of cars owned by a wealthy land-owner and of course pride of place was a magnificent ID 19 and a 2CV with rather strange badging



Enjoy!

On 17th April 2016 the annual Concours of Citroens was organised by CCCV and CCOCA and held at Bundoora Park.

A mixture of Citroens were present from DS's, C6, C4, D3, Xantia, GS and SM; down to 2CV's of Charleston, Dolly and a basic vintage model. John Wyers had his blue & white 2CV after having invested a two year restoration in it.

Also an "A" series from 1921/1929 soft top in deep blue looked a gem. Another "A" series in deep mustard yellow was delightful.

The lowered Mick Stupka white racing Traction (number 61) looked ready for action; and it could be yours as it was for sale.

One member trailed two vehicles, which comprised an early truck plus a car in only the timber frame stage; waiting for the outer panels to be fitted.

The Cab 55 Coffee H-Van was in attendance to wet our whistles when we needed refreshment.

With perfect weather in hand, the day was most enjoyable for all who attended. Around lunchtime, prizes were awarded and presented by Max Lewis of CCOCA and John Parsons of CCCV.



Peoples choice-Black 6 Traction

CCCV & CONCOURS BUNDOORA

2016



John Fedorko—Winner



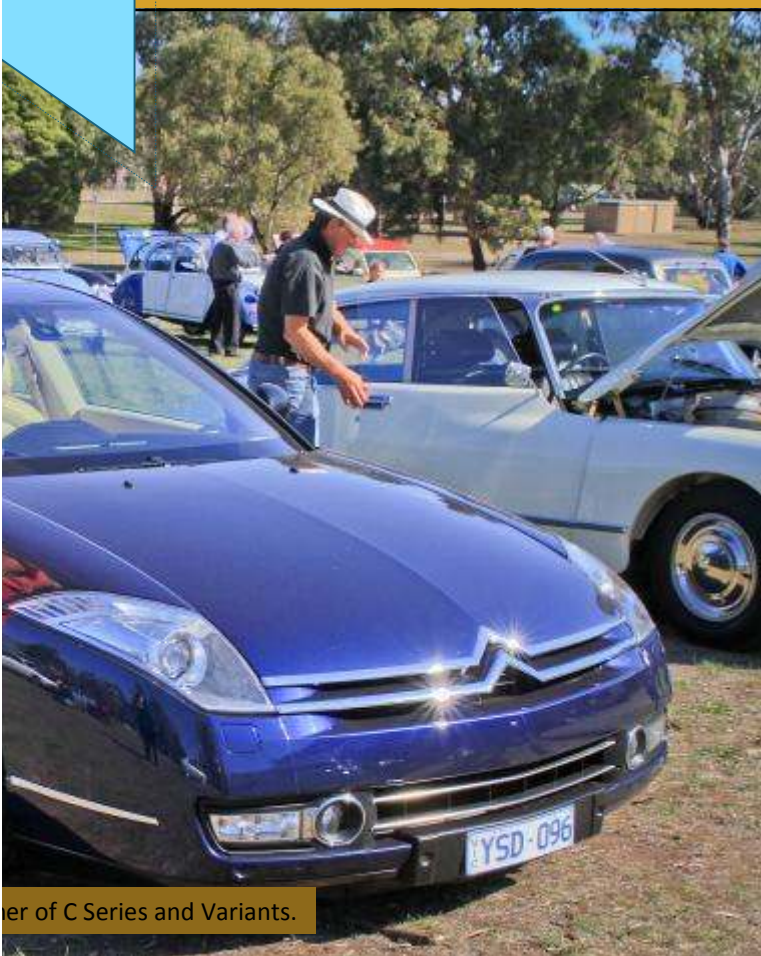
Two "A" Series



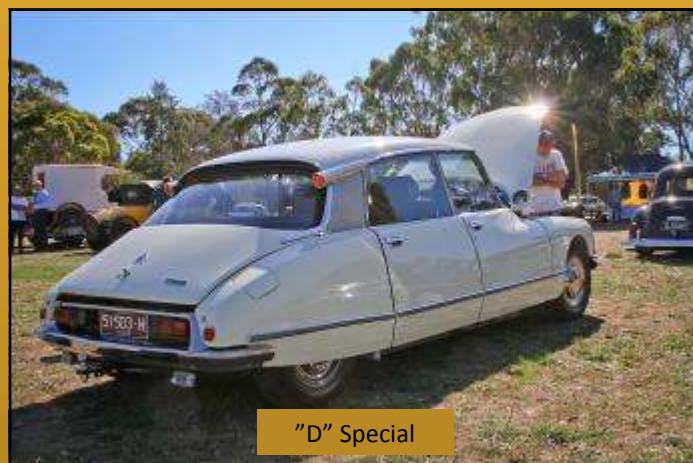
Two t



Presentations.



er of C Series and Variants.



"D" Special



2CV line up.



ailed vehicles.



Mick Stupka's racing Traction.

Cit-In 2016 Report

Cit-In 2016

Echuca proved to be an ideal location for last Easter's Cit-In. A not too inconvenient location for interstaters to get to (WA journeymen may take issue with this but isn't it all about the 'journey' and not the 'destination', ha, ha!). Echuca has the added bonus of excellent accommodation and historic environs. We were looking forward to our 11th Cit-In and left Melbourne on the Thursday to avoid the mass exodus. Driving through Shepparton reminded us of our first ever Cit-In back in 1999. A leisurely drive in the DS – which was running beautifully - got us to Yarrawonga in good time for a look around town followed by dinner and overnight stay at the Yarrawonga Hotel. (recommended if you are ever in the area) .



John Freeman furthest travelled from WA.
(via Nairobi)



Narelle Branson receives the hard luck award from Ted Cross

There was little traffic on the Murray Valley Hwy as we headed for Echuca and we arrived at lunchtime then registered at the well-chosen Mercure resort. It's always fun to watch people greet each other at registration, something like an annual reunion. There was lots of banter over supper and the finger food disappeared before our eyes. 176 attendees watched Ted and Helen swap mikes regularly to outline the plans for the weekend. Ted had barely got started when the call came from Joe Shembri "You've got

two minutes!" much to everyone's amusement. We were looking forward to Saturday morning's traditional show & shine. .

Cars assembled at the wharf in glorious sunshine, a perfect location, although the display area couldn't quite accommodate all the cars. All major classes of Citroens were represented apart from RWD models.



After the show a spit roast lunch was served at the Beer Shed which housed tens of thousands of collected beer cans and old world Australiana, forty-one years of serious collecting and donations made this one of the highlights of the

weekend. The amusing story-teller-owner, Neil, had a passion for Australian history but was not so amused when he told the story of the destruction of a beautiful avenue of palm trees in the 1970's which commemorated returned service personnel from the Great War. The council had removed them during a period of strong anti-war sentiment. .

After a few hours of free time we met at the river wharf for a steam paddle boat cruise to Morrisons winery for dinner. Steam buffs got up close to the engine room as the captain gave a run-down of paddle steamer history. Robin and Sue Smith ran a quiz over dinner and certainly needed the mike to make themselves heard over the loud buzz of conversation. We were all bussed back to the hotel. We joined friends for a big breakfast in town then joined the assembled throng at the hotel for the

traditional group photo. Did I hear someone say something about herding cats?

The observation run map and instructions were handed out by Brian Love and off we went. The destination, with lunch provided, was to be at the annual Working Draught Horse Muster in Moora about 70km from Echuca. A look over the quaint town of Rushworth was where we met enthusiasts from the Mini Moke rally. Apparently some 140 Mokes were in the region. My first thought was 'how much happier would they have been in a Mehari'. The dress-to-impress presentation dinner was held at the Moama Bowling club where the many awards (see below) were presented. Special guests were Campaspe mayor Leigh Wilson and his wife Samantha. We all agreed it was great night.



Greg & Rose Moorehouse winners of the Observation Run.



Vic Quiz champs take out the Maxim Motors trophy'



David Gries awards Emma & John Beswick the parts board prize.



John Wyers (left) receives the Ray Huth encouragement trophy from Peter Boyd.



John Greive wins the popular choice award for his TA Big6H

Monday morning catered breakfast gave us the opportunity to farewell each other and look forward to Smithton Tasmania next Easter. Many phone calls were made by hard core enthusiasts to secure accommodation early for Cit-In 2017.



CITIN 2017 Smithton Tasmania.

Award Winning Accommodation in North West Tasmania

Tall Timbers Hotel is located at Smithton in beautiful Tasmania, the gateway to the abundant attractions of the North West Coast, including the magical [Tarkine Wilderness](#) and historic township of Stanley. Enjoy one of the many available tours such as [helicopter flights and scenic tours](#), [4WD adventure tours](#), and [Tarkine forest and wilderness experiences](#).

Ring only and confirm you are with Citin.

03 6452 9000 or 1800 628 476

Breakfast was followed by a heritage walk through town. A wonderful time was had by all and Ted & Helen Cross, along with their able committee, must be congratulated for a well organised CCOCA Cit-In. Home for us included taking back-roads where we could before feeding onto the highway and in the congestion of the Greensborough bypass we reflected on the good time we just had.

Article and images: Tom Gruzca

More images pages 14-15

Citroën building in Lyon to be used for higher learning education

This Citroën building in Lyon, France is being partially re-purposed as a school of higher learning by one of the largest group of private instruction in the country, Le groupe INSEEC. The “new campus” will hold approximately 3,000 students, teachers and staff and will occupy the third floor of the “New Deal” building formerly the “Immeuble Citroën”.



This edifice, made of reinforced concrete was ordered built by André Citroën in 1929. Construction took two years (1930 – 1932) and was supervised by the architect Maurice-Jacques Ravazé. When it was completed, it was considered the world’s largest garage, capable of holding 1,00 cars.



In 1992 the building was listed as an Historical Monument.

by John McCulloch..... Citroënville.

Grampians 2016

Grampians Tour

Lee and Graeme Dennes hosted a most enjoyable four day tour into the Grampians in March. Seventeen of us experienced the beautiful grandeur of this popular place, albeit during an unseasonably hot week. The dry conditions did not deter from the magnificent scenery and wildlife. Most of us braved the challenging trek to the lookouts but had plenty of time to wash down the experience with wine over lunches and dinner. Happy hour each day morphed into a feast in the camp kitchen and we delighted in the sing along well into the evening. Graeme, on guitar, was ably supported by percussion instruments in the group and the finale included a hilarious sing-a-long with French backpackers. The song was La Vie En Rose with the original lyrics replaced by an array of miscellaneous French nouns. The five 2CVs drew a lot of attention and ably coped with the rough back-roads. From rock art to ridges and rambles it was great fun. Thank you again to our hosts for their meticulous planning



Driving safely on wet roads

1. Always drive with two hands to stay in control.
 2. Slow down: tyres will have better traction and contact with the road.
 3. Increase your distance from other cars significantly.
 4. Stay vigilant of other drivers and dangers in your surroundings. Anticipate dangerous situations rather than waiting to react to them.
 5. Before turning: only brake in a straight line before the turn, and do so gradually. Do not brake during the turn as this can make you slip.
 6. While turning: slow down before turning, and maintain a consistent speed throughout the turn.
 7. While turning: don't make any sudden steering wheel movements.
- Inspect your tyres monthly: make sure that your tyres have the [proper amount of tread](#) and [tyre pressure](#).
Choose tyres that offer maximum grip in wet weather .

Citroën SpaceTourer and SpaceTourer Hyphen Concept

carbodydesign.com 5Feb 2016

At the 2016 Geneva Motor Show Citroën will unveil the SpaceTourer, a LCV-based MPV that will be offered with three body variants. The company will also display an off-road stylish variant named SpaceTourer Hyphen.

The SpaceTourer production model

The new SpaceTourer is built on the new modular EMP2-based platform, a variant of the one used by the C4 Picasso and Grand C4 Picasso, and was developed jointly by the PSA Group and Toyota.



The car will be available in two trim levels: *Feel*, designed for families, and *Business*, which can be extensively customized in seating layout and equipment.

The SpaceTourer is equipped with a comprehensive set of active safety systems and comfort-focused features.



The modular basis allows Citroën to offer three different variants, with a length of 4.60, 4.95 and 5.30 meters, and a cabin **capacity of up to nine passengers**



Design

The front end features a broad, protective bumper with strong black air intake grilles that contrast and accentuate the SpaceTourer's styling. Vertical LED daytime running lights are seamlessly integrated with the fog lamps, giving the SpaceTourer a smart appearance but more importantly excellent illumination.



The look features an uncluttered and flowing style that expresses a sense of “robust assurance”. The cabin can be easily accessed thanks to the hands-free sliding side doors.

The side view of the SpaceTourer reveals the spacious interior with its wide sliding side doors and expansive glazed areas.

CITIN ECH



SUNDAY 8.30AM PHOTOSHOOT IN



Moora Horse Muster.



DS3 at Show & Shine.



J/Wyers 2CV -1st run after 2 years of restoration.



Preparation for Sh



Boarding for Morrison's



Alighting Morrison's landing.



Dinner at Mo

ECHUCA 2016

Must have wine & nibbles



THE MECURE COURTYARD



\$32,500 Will buy you this



ow & Shine at Port of Echuca



Harrison's Saturday night.



Ultimate picnic car.



6 Cylinder Traction

CITROËN E-MEHARI : A FREE SPIRIT

CITROËN INTERNATIONAL

The E-MEHARI is a vehicle connected to the history of the brand but with its sights set squarely on the future. It is a wink to an iconic vehicle, the 1968 Méhari, but also far more than that: it is a cheery, all-electric 4-seater cabriolet with modern, fun styling.



Stylish, confident, offbeat, and even sassy..... we could use so many words to describe the new model by CITROËN. The E-MEHARI is a bold, vibrant vehicle, very much in tune with the CITROËN spirit.

Incomparable, silent and stress-free, the E-MEHARI stands apart as a free spirit in the automotive market!

The mindset of E-MEHARI reflects that of an iconic CITROËN vehicle, the Méhari, through its looks and character as well as its practical, leisure-oriented side. Like the Méhari, launched in 1968, the E-MEHARI is: convertible, fitted with four real seats, equipped with a raised chassis and easy to use.



The E-MEHARI is a vehicle connected to the history of the brand but with its sights set squarely on the future. It is a wink to an iconic vehicle, the 1968 Méhari.

Cactus M, international press review

CITROËN INTERNATIONAL

Wind in your hair, surfboard and seaside: everything you need to conjure up the spirit of the mythical Citroën Méhari on the modern motoring scene. For the press worldwide, like everyone else, the combination of fond memories, great looks and automotive innovation has proved irresistible.



Lifestyle, surf and sea breeze was the angle taken by the feature opening the Télé Matin programme on the France 2 channel on 3 November, following the Cactus M tyre tracks along the sandy shore.

Under the title “Cool attitude”, the French review Automobile Magazine had Hélène Veilleux (Citroën colours and materials manager) and Frédéric Duvernier (Citroën design chief) enthusing about the neoprene seats, cactus wood, Hawai design motifs and turquoise bodywork of our beach-style adventuresome little concept car.

On 10 November, Le Moniteur Automobile took readers back in time to the summer of '68 in Saint-Tropez, with an article under the mystical title “Spirit, are you there?”.

As well you know, Cactus M is above all a free-roaming spirit with an irreverent regard on the established order in the motoring world. Its cheery outlook delights the international press. On 29 October, the Sun (UK) shouted “Oi!! That’s my car!”. On 6 November, Auto Bild (Germany) spoke of “Citroën back on the beach” and the October issue of Motor Mundial (Spain) called Citroën Cactus M “the Mehari of the 21st century. With its turquoise blue disposition, Cactus M has us all dreaming of taking to the road and heading for sunny skies.

Adding power to the Citroen 2CV

Article supplied by Peter Jelly—from Gulf News February 3 2016

Images credit AFP

A bright spark is turning the nostalgic old Citroen into an electric car for tours of Paris February 3 2016

Paris: The humble “Deux Chevaux”, once ubiquitous in the French countryside, chugging down tree-lined roads — cue accordion music — is now more of a curiosity than a cheap and cheerful runabout.

For entrepreneur Florent Dargnies, the Citroen 2CV — as the car is known for short — is the heart and soul of his Paris tour company, ferrying some 20,000 visitors around the French capital each year. But the car comes with a built-in problem: its petrol-fuelled thermal engine does not meet ever-stricter emissions standards.



At the instigation of Paris Mayor Anne Hidalgo, all cars registered before 1997 will be barred from Paris streets during the day beginning in July. Dargnies, anticipating the problem, began working on going electric five years ago, delving into not only the research and development required but also the administrative hurdles he would face. Late last year, he obtained a patent for the electric 2CV and a green light from Citroen. His prototype has a 16-kilowatt power-train manufactured by Mia Electric, a now defunct company that produced “made in France” electric cars. The battery allows the car to cover 80 kilometres (50 miles) before recharging, enough for any of his tours, which include “Secret Paris”, “Romantic Paris” and “Paris Impressionism”. Its top speed is a nippy 110 kilometres (almost 70 miles) an hour.

“Our hope is to really work with City Hall not only so that this vehicle is accepted but so that it contributes to the image, to the French art of living,” Dargnies told journalists.

Citroen’s answer to the Volkswagen Beetle was first produced in 1948, and kept rolling off the production line until 1990, more than five million of them. That was when the French auto giant had to stop producing them because of emissions standards. The name of Dargnies’ company, Four Wheels Under an Umbrella, was the title of Citroen’s rather whimsical original specs for the 2CV. These included instructions suggesting that a farmer’s wife should have no trouble driving it on “the worst roads” and that the suspension should ensure that a basketful of eggs riding on the back seat would survive intact.

The cars are ideal for Dargnies’ tours, which are heavy on nostalgia for the France of yesteryear. Also, since they are convertibles, they “offer great views of the monuments”, he says. Set up in 2003, the company now boasts a fleet of 40 2CVs driven by around 100 chauffeurs. But if Dargnies converts them all to electric power, would their silent operation make them unauthentic? Dargnies concedes that the distinctive thrum of the original air-cooled motor was as familiar to generations of his countrymen as the car’s rounded shape and its ultra-soft suspension system. “The noise is part of the car’s charm,” he said, adding that his electric version could one day, like some electric BMWs and Renaults, come with recorded audio of the sound that gets louder with speed.



“It doesn’t seem too complicated,” he said.

Flat four cylinder GS powered motor cycle

This piece is lifted from The Swedish Citroen Club magazine written by Lars I Nilsson and translated by Ricard Wolf



The French department of industry had a construction competition in 1978 which was won by three gentlemen by the names of Louis Boccardo, Dominique Favario and Thierry Grange, hence BFG. The idea was to put a car engine in a motorbike frame and was manageable enough to actually make it into production. According to certain sources it was part of the company that had been working with the manufacture of the Concorde that got the assignment. According to the instruction book the responsibility was in the hands of the moped- and bike manufacturer Motobécane, at least towards the end when the BFG factory had financial trouble.

When exactly the production started and ceased is not known, but it could still be found in a German motor bike review in 1985. A total of about 450 bikes were made, and the French police were said to have bought about a hundred of them. There was also supposed to have been a diesel powered motor bike with the same engine as the Visa Diesel. However, there was a bike called the MF with the 652cm³ motor from the Axel, LN or Visa.

Citroën GSA engine

The engine is a 1 299 cm³ GSA engine where the modifications were kept to a minimum. Among other things the fuel pump has been replaced with an electric one and the distributor has been replaced with an electronic ignition system. The rocker covers are made of light alloy and the exhaust system is of course replaced with chromed pipes and silencer. The clutch is modified to make it manoeuvrable by hand. The gear box is specially made, as is the tubular frame. The gearbox has 5 gears with neutral between 1st and 2nd gear, and integrated with the cardan. An odd detail is the use of straight gears in the gearbox. The brakes and wheels are from Brembo, like the Moto Guzzi, and the silencers are also Italian.

More car parts

On the electrical side there are more car parts. The headlamp is from a Renault R16 and the instrumentation from an Renault 5 TS. The generator and starter engine are from the GSA. Covers, tank and saddle are specially made. The tank isn't placed in its ordinary place, where the air filter, battery and relays are mounted, instead it's placed under the saddle

(in the same way as the Honda Gold wing). In the lower part of the covering there's the air intake, and the fan on the motor has been retained which means there's ample cooling even when driving slowly or standing still.

It's very long and wide, like a large BMW, but a few sizes bigger. The wheel base is 20 cms longer on the BFG

TECH SPECIFICATIONS AND DIMENSIONS

Frame type:	Tube, engine is part of
Front suspension:	Telescopic fork
Rear suspension:	Swing arm, 2 shock ab-
Wheelbase:	1 610 mm
Seat height:	785 mm
Brakes front:	2 x 300 mm discs
Brake rear:	1 x 260 mm disc
Performance	
Max speed:	197 km/h (123 mph)
Acceleration:	0 - 1000 m : 25 sec
Fuel consumption:	5 litres/100 km
Engine	
Type:	Citroën GSA type, 1 299cm ³ capacity, 4 horizontally opposed air cooled cylinders
Power output:	70 bhp (51 kW) at 5 500
Maximum torque:	100 Nm (75 lbs.ft) at 3
Ignition:	Electronic
Alternator:	480 W
Battery:	18 Ah, 12 V
Dry weight:	290 kg
Max weight:	490 kg
Fuel tank capacity:	22 litres
Engine oil capacity:	4 litres
Gearbox oil capacity:	4 litres

PSA Peugeot Citroen says no plan for swift return to India

 [Reuters](#) New Delhi/Paris
Last Updated: October 6, 2015

PSA Peugeot Citroen has no plans to re-enter India's car market any time soon, a company spokesman told Reuters, after a newspaper report had earlier said that the French carmaker is in talks with Tata Motors to form a local partnership.

The tie-up between Peugeot and Tata Motors could include the company producing and distributing the French carmakers' vehicles in the country, The Economic Times reported, quoting several people close to the development.

The two firms may also share engine technology and vehicle platforms, the report said, without specifying a timeline for Peugeot's entry.

"To date, there is no decision taken regarding a swift return to India," a Peugeot spokesman said.

"In 2014, Peugeot created a regions based organisation. The fact that 'India Pacific' is among those regions show the importance of the Indian market for Peugeot," he said, adding that the company would not comment on any speculation.

A Tata Motors spokeswoman said that while the company may pursue several initiatives at any time, "we do not have any specific announcement at present on this."

In 2011, Peugeot planned to re-enter India after exiting the market nearly two decades ago. At the time, Peugeot said it would invest around 650 million euros (\$730 million) to build a new manufacturing plant in western India, with an initial production capacity of 170,000 vehicles per year.

A slowdown in Europe, which brought Peugeot to the brink of collapse in late 2012, forced it to put its India plan on hold.

Tesla's big Model 3 reveal may feature a drivable version of the car

By Bryan Logan | *Business Insider* – Thu 17 Mar, 2016

(Tesla Motors)

Tesla is gearing up for what may be its biggest debut yet: an entry-level, mass-market electric car known as the Model 3.

Much has been said about the coming \$35,000 sedan, and the anticipation is no doubt bubbling over.

The looming reveal helped send Tesla shares up 40% in the past month.

Now that the invitations have gone out, some of the details have started to emerge.

A Bloomberg report suggests the Model 3 that we'll get glimpse of in a couple of weeks will be a working, drivable prototype.

That could be a significant development, since deliveries of the car are not expected until at least late 2017.

If Tesla actually lets people get in and drive the Model 3, that might suggest a production version of the car is closer than we think — and that would be a change for Tesla.

Despite the cult success the electric-car maker and its intrepid CEO have become, the company has a reputation for missing deadlines. The Model S luxury sedan — and the Model X SUV that followed — both rolled off the assembly line years behind schedule.

Tesla will start taking \$1,000 deposits for the Model 3 on the night of the debut, March 31.

**BUSINESS
INSIDER**



Revolutionary Citroen suspension system to launch in 2017

Radical new system will be available on all cars, and prioritise comfort, says Citroen boss



Citroen will launch a revolutionary new suspension system in 2017, with CEO Linda Jackson saying it will prioritise ride comfort without compromising body control.

The new suspension system will replace the hydropneumatic set-up that is utilised on the Citroen C5 at present, and will eventually be rolled out across the entire Citroen range.

"Comfort is a core value of the Citroen brand, and this is our way to recreate the benefits of the hydropneumatic set-up in a more modern, more appropriate way," said Jackson.

Although Jackson declined to go in to specifics on how the system will work, she revealed Citroen engineers had been working on it in conjunction with a supplier for some time. Jackson would not be drawn on whether it would utilise an air system, or if it would be self-levelling.

However, despite the boss of Citroen's upmarket DS brand, Yves Bonnefont, previously saying that his firm was investigating a similar suspension system, Jackson claimed the technology would be available on Citroen cars only.

"I can guarantee it will be unique to Citroen," she said. "We have the opportunity to pick new technologies for the future and I am sure this one is best suited to Citroen's core values. I believe I can promise you this will be a Citroen-only system."

Jackson also reasserted her intention to reduce the number of Citroen bodystyles on sale by half. At present, she says there are 14 available, plus the Citroen C1, which is co-developed with Peugeot and Toyota. In future, she wants to offer seven body styles, plus the C1. Long-wheelbase vehicles, typically developed specifically for the Chinese market, will also be made in addition to these.



Jaguar E-type found under a hedge sells for £58,000

car: Published: 11 March 2016



Further proof that the classic car market has become somewhat overheated in recent months: a Jaguar E-type found under a hedge sold at auction this week for £58,000.

The dilapidated 1963 coupe was 'discovered' under a hedge in the Surrey village of Bisley, still bearing its 1969 tax disc from when it was last driven. The somewhat soiled car got telephone bidders into a froth at the Coys Spring Classics sale in London.

The winning bid came from a UK buyer, who intends to restore the 44,870-mile E-type to its former glory. After a root-and-branch overhaul, naturally.

What on earth was the Jag doing under a hedge?

Turns out the car was first bought by Ivor Arbiter, who designed the logo for The Beatles artwork. It then passed through a few owners, until racer Frank Riches bought it; when he burned-out the clutch in 1969, he transferred it to his garden, where it remained under a tarpaulin until rescue in 2015.

Other cars of note sold at the Coys auction this week include a 1984 Lamborghini Countach S (below), which reached £253,800.



Sales and Wants

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New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.
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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



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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.



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Tata Motors likely to launch new flagship model in 2018

Carwale All About Cars - Yahoo India 17 March 2016 Venkat Desirazu



Tata Motors is likely to launch a new flagship model in 2018. This vehicle (codenamed Q501) is expected to share a platform with the Land Rover Discovery and will be positioned above the soon-to-be-launched Hexa SUV in the Indian automaker's hierarchy.

The common platform means, the Q501 will have common components with the Discovery Sport but will be built at a much lower cost. Most importantly it will look completely different from the baby Land Rover to give Tata its own distinct identity.

Reports suggest that the SUV will be powered by a Fiat sourced 2.0-litre diesel engine producing 170bhp and around 360Nm of torque. This will be the same engine powering the new Jeep C-SUV. Expect manual and automatic transmission options.

It seems possible that all major manufacturers are now likely to bring SUVs or crossovers into the D-segment thanks to a spurt in demand for vehicles in this price range. Hyundai will bring in the Tucson while Honda may bring in the HR-V in this part of the market.

Tata's move then to bring in this SUV looks to be a step in the right direction. Expect a concept unveiling next year and possibly a launch at the 2018 Auto Expo.



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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