

If undeliverable return to:

CCCV PO Box 751
Frankston Victoria 3199

ACN A29766N
The CCCV Newsletter
ISSN 2207-7197

PRINT
POST

PP 100001479

POSTAGE
PAID
AUSTRALIA



NEWSLETTER

THE JOURNAL OF THE CITROËN CAR CLUB OF VICTORIA Inc.

Internet: www.citcarclubvic.org.au

September 2017

IN THIS ISSUE

Mens Shed

Clubmanship

Citroën SM Opéra

Citroën's Dyane Production

2018 DS7 Crossback revealed

Deciphering Traction Avant Dashboard



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

Bruno Tonizzo * 0418 945 461
secretary@citcarclubvic.org.au

TREASURER

Peter Moloney * 0411869705
treasurer@citcarclubvic.org.au

COMMITTEE

Brian James * 03 9728 5526
photoimage2001@yahoo.com.au
12 Lucas Ave. Kilsyth VIC .3137
Wolfgang Siem woljen@gmail.com
Andrew Smith andrew@artisanicatherworks.com
Ian Downie * 0452 411104
blueduck1949@gmail.com
Salman Chaudhry * 0410 040 505 salman604@gmail.com

MEMBERSHIP SECRETARY

John Wyers H: 03 9787 6280 M: 0423 930 999
membership@citcarclubvic.org.au
PO Box 184 Mt. Eliza Vic. 3930

CLUB PERMIT SCHEME SECRETARIES

(refer to below notation at bottom of page)

Ferdi Saliba * 03 9363 3950 ferdi.saliba@gmail.com
Tom Grucza * 0431 396 277
Peter Dekker * 0425 703 899

NEWSLETTER EDITOR

Brian James
Photoimage2001@yahoo.com.au

LIBRARIAN

Dave Rogers 0422 229 484
ccvlibrarian@gmail.com

WEBSITE ADMINISTRATOR

Tom Grucza * 0431 396 277

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 **3rd** Thursday of the month except Jan. At
8/41 Norcal Road Nunawading Mel 48 / G11

CCCV COMMITTEE MEETINGS

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

CLUB BANKING DETAILS FOR SUBSCRIPTIONS

AND PAYMENTS

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

CPS RENEWAL

1. The car owner completes and provides to CCCV's CPS Secretary (see above for contact details) a **Club Permit Renewal** (revised edition 31/1/15). See note below.
2. The CPS Secretary will sign and hand back to the owner the above renewal once he has ensured that the owner is a CCCV financial member.
3. The car owner should keep track of next renewal due date as a Renewal Application will not be accepted by VicRoads after 90 days of expiry of previous Club Permit. In that case, car will need to be processed as a new application.

CPS NEW APPLICATION

1. The car owner completes and provide to CPS Secretary a **Club Permit Application** along with a **Eligibility and Standards Declaration for Club Permit Vehicles** (new form), a **Certificate of Roadworthiness** and **Proof of Ownership**..See note below.
2. If the car has modifications beyond those normally allowed under **VSI 33** (Guidelines for Modifications to Vehicles operated under Victoria's CPS) (revised), **VSI 8** (Guide to Modifications for Motor Vehicles) and **Schedule 2 - Road Safety (Vehicles) Regulations 2009** (vehicle standards as at manufacture date), then the car owner must also provide to CPS Secretary a **Vehicle Assessment Signatory Scheme (VASS) approval certificate**..
3. Non-Australian manufactured cars after December 1968 with no previous Australian registration history must have a VASS approval certificate, regardless of modifications.
4. The car owner provides **dated digital images** to CPS Secretary. These must cover, as a minimum, the front, driver's side, rear, driving position (side on with driver door open) and any identifiers such as chassis number and engine number.
5. On completion of registration process, car owner advises CPS Secretary of registration number and expiry date for entry into the Club's CPS Register, as required by Vicroads.
See also:
<https://www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme/changes-to-the-club-permit-scheme-from-31-january-2015>.
6. Ensure that during the permit issuing procedure at Vicroads the correct CCCV authorizing signatures are used and that the permit is assigned to the correct club.

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



Oh yes! I must mention my other main activity for the Winter. Not to be outdone by the Cross family, we have produced a grandson, Liam Jackson Parsons, a bonny nine-pound boy born to son Adrian and daughter-in Law Kim. Well, you wanted younger members, didn't you? Welcome to Spring.

John Parsons

The season is turning. You can feel a certain mildness in the air during the day, the almond tree is in full blossom and yesterday's seven-day weather forecast had one day with a 20 degree maximum. Spring is springing. I can now turn off the heater in the shed and maybe even open the door. I've been having spaghetti nightmares while unscrambling the 2CV's wiring loom so a little fresh air and daylight will do me good.

Collectively it means we can venture out of our caves, adjust to sunshine and blue sky, and think about doing some outdoor things together. Admittedly eighty people celebrating our new clubrooms with a meal and a social night is an indoor activity but it is a great way to usher in what is going to be a busy time.

Next month we will be joining CCOCA for our annual Citroen concours. I was browsing an old Newsletter from August 1995 in which President Bates announced an invitation to join CCOCA for a concours d'elegance in October of that year. How long has the joint concours been running? At least 22 years obviously and it is good to recognize a long and strong body of tradition in that event.

Then on 1st October there will be the French Car Festival followed by a trip to Castlemaine, Motorclassica (the club displays of which are outside) and the next thing you know we'll be looking Christmas in the eye. Sorry. Let's just enjoy the new season that is upon us.

Soon it will be the AGM. I will nominate for another year as president, my final one. Vice-president Tom Grucza will not be staying on, however, having taken on additional responsibilities elsewhere. I'm going to miss Tom's experience, wisdom and knowledge and he will be very hard to replace. Fortunately we have an extraordinarily talented membership and I want you to start thinking now about whether it is time for you to take up your share of leadership rather than membership responsibility.

Perhaps some of the staff need an eye test as well?
"Bend over Mrs Smith and wink for the camera." Ed.



DISCLAIMER

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

FRONT COVER

Members lifting of the top support bracket during car hoist installation at Peter Moloney's factory.

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

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



NOTICE BOARD



CCCV Website Password Update


To access the members' section of the website to read the Newsletter online simply login to www.citcarclubvic.org.au and enter the password supplied by email sent you.

Club password for the month: Members will receive an email each month, advising the new password to access Club Site.

New Members . CCCV welcomes the following new members to our family: Cheryl Reid, Ruth Spielman. We trust you will enjoy your membership and we look forward to seeing you at club meetings and monthly outings.

LHM OIL for members: The price of LHM oil is only \$12-00 per l. (see p/26 for your closest rep)

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

Events Calendar		2017	Draft Activities Program	2017
NOTE: Club nights are now held in our new club rooms at 8/41 Norcal Road Nunawading. Mel 48/G11 ON THIRD THURSDAY IN THE MONTH.				
Sept	21	Club night -Tony Bishop Nulon products		Oct 1 French Car Festival @ Buchanan oval Macleay Park Belmore road, Balwyn.
	24	Concours CCCV & CCOCA @ Como Park.		1 Shannon's Show & Shine Clifton St Euroa.
	27	Geoff Webber talk at CCOCA clubrooms @ Frog Hollow Reserve, Fordham Ave. Camberwell.		13-15 Motorclassica—Ex/buildings. P-6
				
				19 AGM—Club night.
				22 Up The Creek Workshop Castlemaine
Monthly 1st- Chit-Chat Tuesday				
Blue Bay Café, 667 Pt Nepean Rd, McCrae (opposite the steel Lighthouse). Melways 158 K10 from 10.30am. CCOCA & CCCV event for coffee & chat. Denotes a Non CCV sponsored event.				2018 Mar 30-Apr 2 Citin in Dalby Qld.
				For more details on club events contact Ian Downie on 0452 411 104

CCCV Club Advice Line					
Traction Avant	Ted Cross	9819 2208	SM	Garth Campbell	0406427657
2CV	Peter Dekker	0425 703 899	Xantia/Xsara	John Wyers	9787 6280
AX/Berlingo	Kirkcaldy	9363 2464	XM & late models		
GS/GSA	Andrew Smith	9755 2439		Salman Chaudhry	0410 040 505
ID/DS	Peter Dekker	0425 703 899	C2/C3	Don Scutt	9807 8999
BX	John Wyers	9787 6280	C6	John Fedorko	0438 597384
CX	Graeme McDonald	9781 1649			

Forthcoming Club Events

**Club Night Thursday 21st
September 8pm**

BORN THIS WAY NULON	
Tony Bishop	
Field Sales Executive Vic/Tas	
T: 02 9608 7800	Nulon Products Australia P/L
F: 02 9601 4700	17 Yulong Close
M: 0448 413 473	Moorebank, NSW 2170
W: www.nulon.com.au	P.O. Box 549, Moorebank NSW 1875

Please advise Ian Downie on 0452 411 104 if you wish to enter, also if you can volunteer as a Judge, Marshall or Gatekeeper for the Citroen Concours. →

Citroen Concours 2017



\$5 entry.... Free Entry Bag

**Como Park North .. South Yarra
September 24 Starting 9.30 am**

Alexandra Avenue—Melway 58/G1

2017 French Car Festival

Sunday 1 October
Macleay Park, Balwyn
From 10am



Buchanan oval Macleay Park Belmore Road, Balwyn. Melway 46 / C4

**FOR THIS EVENT REGISTER
YOUR INTEREST TO.....**

Ian Downie: blueduck1949@gmail.com

Sunday 22nd October Club run.

(\$5.00 entry towards Castlemaine Hospital)

UP THE CREEK WORKSHOP CASTLEMAINE

"For over 25 years we have restored, rebuilt, maintained and preserved almost every make of prewar car from Delage, Bugatti, Austin7, Sunbeam and Lancia through to Bentley, Frazer-Nash, Alfa Romeo, Benz, Talbot, Hispano-Suiza and Amilcar. One of our most recent projects was reconstructing the engine of the world's only surviving 1914 Delage Type-S grand prix car, as featured on the ABC's 7:30 Report". (CCCV NEWSLETTER MAY 2017 EDITION).

**MEETUP: 9.30AM at BP Service Station
just past Calder Raceway
(Melway 354/J3)**

DEPART: 9.45am Sharp.

**ARRIVE: 10-55am
UP THE CREEK WORKSHOP
22 Fitzgerald's Close Castlemaine.**

**LUNCH:
12.30pm
RAILWAY
HOTEL
65 Gingell
Street Cas-
tlemaine.**





MOTORCLASSICA

The Australian International Concours d'Elegance & Classic Motor Show

13-15 October 2017

ROYAL EXHIBITION BUILDING MELBOURNE



2017 CLUB SANDWICH EXPRESSION OF INTEREST NOW OPEN

Expression of interest are now open for Motorclassica 2017 Club Sandwich displays for Friday 13th, Saturday 14th and Sunday 15th October 2017.

- 2 x Complimentary entry tickets per vehicle & tea and coffee on arrival
- Awards for the Best Club Display and Best Presented Vehicle (Saturday & Sunday)
- Places are limited to 6 - 15 vehicles per club and will fill up quickly

ENTRY FORM:

Club/Association	CCCV (Citroen Car Club of Victoria)	Number of vehicles	20
Contact name	Ian Downie	Preferred date (please tick)	
Contact number	0452411104	<input type="checkbox"/> Friday 13 October 2016, 9am to 5pm	
Contact email	blueduck1949@gmail.com	<input checked="" type="checkbox"/> Saturday 14 October 2016, 9am to 5pm	
		<input type="checkbox"/> Sunday 15 October 2016, 9am to 4pm	
Signature of President / Secretary		Date	29th June 2017



Please return completed form by Wednesday 14th June to OLubinska@etf.com.au or send to Motorclassica Unit 6, 344 Lorimer Street, Port Melbourne, VIC 3207

REGISTER YOUR INTEREST BY EMAILING THIS FORM DIRECTLY TO:

Ian Downie: blueduck1949@gmail.com

He will forward your entry directly to Motorclassica on behalf of CCCV.

2018 DS7 Crossback revealed

by [Robbie Wallis](#) & [Tim Nicholson](#) GoAutoMedia

1 March 2017



Citroen's premium sister brand DS has ripped the covers off its first SUV, the DS7 Crossback, ahead of next week's Geneva motor show.

The stylish high-riding [wagon](#) will go head-to-head with the likes of the [BMW X3](#), [Land Rover's Discovery Sport](#), [Lexus NX](#), and [Mercedes-Benz GLC](#), and the incoming new-generation [Audi Q5](#) in the busy premium [mid-size SUV market](#).

The French [SUV](#) will be offered with a [plug-in hybrid](#) powertrain and feature the latest semi-autonomous and connectivity technology.

the DS7 Crossback will feature the 'Connected Pilot' semi-autonomous driving system that includes lane keep assist and adaptive cruise control.

An Australian launch is yet to be announced, but local distributor Sime Darby Motors Group has confirmed the model is under consideration for this market.

Under the sculpted bonnet is a 150kW petrol engine matched with two 80kW electric motors for a combined output of 224kW for the plug-in hybrid powertrain.

While one electric motor is paired with the petrol engine drive the front wheels, the second motor drives the rear for [four-wheel drive](#) traction, via an [eight-speed automatic transmission](#).

A 13kWh and 90kW lithium-ion battery is housed under the back seats and helps ensure a 60km electric-only driving range.

The DS7 Crossback can be charged in four and a half hours in the 'standard' mode and two and a half hours

in 'fast' mode, with regenerative braking assisting battery life.

Eventually the range will be expanded to include three petrol and two [diesel-powered](#) variants.

"The DS7 Crossback can even detect your mood and fatigue levels thanks to an inward-facing infrared camera." As parent company PSA Group pushes towards autonomous driving, the DS7 Crossback will feature the

'Connected Pilot' semi-autonomous driving system that includes lane keep assist and [adaptive cruise control](#).

The DS7 Crossback can even detect your mood and fatigue levels thanks to an inward-facing infrared camera that monitors the frequency of blinking, facial and head movements for signs of distraction and steering deviation.

Styling cues from both the Divine DS and E-Tense are evident on the DS7 Crossback, specifically the LED headlight cluster that has six different lighting modes for varying road conditions.

The front end also features the de rigueur gaping grille with a diamond effect pattern and a split lower grille.

The sharply styled rounded tail end features modern slim-line LED tail-lights made up of what the brand describes as "illuminated scales."

Its dimensions of 4570mm long, 1620mm high and 1890mm wide place its somewhere between the [Audi Q3](#) and [Q5](#), but it will likely compete more closely with the latter.

Inside the DS7 features a pair of hi-tech 12.0-inch screens, one that dominates the centre stack and a second for the instrument cluster.

The now familiar flat-bottomed DS steering wheel is also present.

[DS](#) will offer four trim line options, comprising Bastille, Rivoli, Opera and Performance Line. The cabin can be customised with wood, leather and Alcantara with pearl-shaped stitching on the dashboard, door panels and console.

Citroën's Dyane Started Production 50 Years Ago This Summer

July 2017



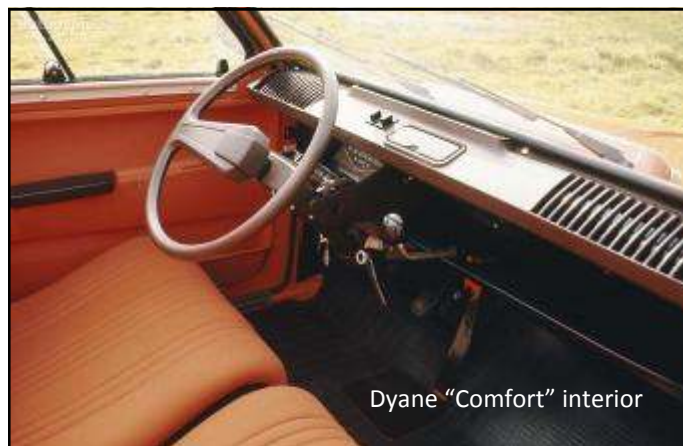
In the summer of 1967 Citroën Dyane production started in Rennes, France. The Dyane was Citroën's answer to the increasingly popular Renault 4 which after its introduction in 1961 had affected 2CV sales. Like the Renault 4, the Dyane was designed from the outset as a four passenger hatchback. It had a sculpted sides and a more angular body than the 2CV. Conventional round headlamps were set into the front fender with a squared stainless steel trim ring (as opposed to the old-fashioned separate units found on the 2CV) and stainless steel wheel covers were standard. Like the 2CV it provided a large folding sunroof but this opened from the inside. (A feature that would come to higher end models of the 2CV later on).



It is often asserted that the Dyane was intended to replace the 2CV, but rather it aimed slightly higher in the Citroën range between the 2CV and the Ami. And although there was a hatchback option for the 2CV where the rear window roof portion and trunk lid could open as one, the Dyane's full metal hatchback enclosing the rear window attracted a different clientele seeking its versatility.

At the time of the Dyane's development, the Citroën design department was busy updating the DS and Ami models, so design of the Dyane was initially subcontracted to the Panhard design department. (Citroën absorbed Panhard's non-military business in 1965). The Panhard team under Louis Bioner (who had designed every Panhard model introduced between the late 1920s and the mid 1960s), and his assis-

tant Rene-Ducassou Pehau produced a proposal that at a detailed level proved controversial with Citroën's design chief Robert Opron. Though based on 2CV mechanicals (as was the Ami 6 and the soon to be introduced Méhari) the Dyane was significantly re-worked ahead of launch. The Dyane's Panhard associations are also reflected in its name, Panhard having registered a copyright on the name Dyane along with Dyna, Dynavia and Dynamic. A total of 1,444,583 Dyanes were produced and notably a "truckette" version called the Acadiane of which 253,393 of these light commercial vehicles were built between February 1978 and 1987



Dyane "Comfort" interior



The Dyane was launched on its home market in August 1967, and for the first five months only the 2CV's 425cc engine was fitted. The "Dyane 6" was announced at the Brussels Motor Show in January 1968, fitted with the Ami's 28 bhp 602cc M4 engine and giving it a top speed of 115 km/h (71 mph), which was a useful improvement over the 21 bhp engine and top speed of 100 km/h (63 mph) with which the Dyane had been launched.

The 602cc engine Dyane did not replace the original 425cc engine car. However, two months later, in March 1968, the 425cc unit was replaced by an improved 435cc engine providing 26 bhp in a model called the Dyane 4. The extra power came from changes including not merely the slightly claimed cylinder dimensions, as well as an extra 2 mm of carburettor diameter and a raised compression ratio. Although there was a price to be paid in terms of higher fuel consumption, the listed top speed went up to 105 km/h (66 mph) and acceleration was measurably less anaemic. In September 1968 the M4 was replaced by an improved 602cc engine featuring higher compression pistons and forced induction from the engine fan giving slightly more power. The Dyane was also available with the "traficclutch" – a centrifugal clutch which helped avoid stalling whilst in slow moving urban traffic.

The Dyane was also built in Iran from 1968 to 1980, where it was called the Jyane – a Persian word meaning "fierce" or "ferocious". Unique van and pick-up versions were also manufactured there.



Jyane

<https://citroenvie.com/citroens-dyane-started-production-50-years-ago-this-summer/>



At launch the Dyane was offered with two levels of equipment and trim: The Basic "Luxe" and the slightly better equipped "Confort". The "Confort" version was differentiated from the outside through the inclusion of hub-caps on the wheels. The spare wheel and jack were mounted in a special cradle under the hood



Acadiane version

(rather than both simply being placed loose on the floor of the luggage area at the back). The interior of the "Confort" was slightly less basic, with plastic moulded door panels rather than flat, vinyl covered hardboard. The steering wheel was less "rustic" than that which the less expensive "Luxe" version of the Dyane shared with the 2CV. The extra 615 francs in the 1967 domestic market listed price for the Dyane "Confort" represented a supplement of just over 10% when compared to the list price for the more basic "Luxe"

Citroën SM Opéra by Henri Chapron (1972-74)

Presented a year after the [Mylord](#) convertible at the Paris salon in 1972 this 4-door SM is another Henri Chapron creation. These cars were constructed starting from a complete SM which was cut in two parts. Then the body was stretched and a new rear end attached. The painting and interior were also done by Chapron.

The Opéra was first shown at the 1972 Paris Motor Show. It was based on the French government commission for two SM-based long-wheelbase [Présidentielle](#) convertible limousines to serve as President Georges Pompidou's official cars. Citroën always produced just one SM body style — a LHD two-door fastback fixed head coupé. The order left coachbuilder Henri Chapron with the tooling for future four-door SM's.

Only eight Opéras were produced between 1972 and 1974, of which 4 went to Spain. The extremely limited production of this exceptionally refined model made it one of the most exclusive and desirable of post-war Citroëns. The project was killed off because of Citroën's bankruptcy in 1974. Each car was equipped with a Maserati V6 3.0 Liter engine that produced approx. 200 hp and a maximum speed of 200 kmh.

(jalopnik.com, supercars.net, users.skynet.be)



<http://fabwheelsdigest.blogspot.com.au/2014/06/citroen-sm-opera-by-henri-chapron-1972.html>







Citroen ditch DS to focus on vans

The French carmaker moves away from premium offerings locally.

Citroen has given up on its struggling DS luxury brand in Australia - at least for now.

The French brand's new local operator Inchcape has confirmed that it will place its luxury offshoot, DS, on hiatus as it looks to target the booming light commercial market with its range of Citroen vans.

Inchcape CEO, Nick Senior, revealed that the brand will look to capitalise on the success of the Berlingo small van and to grow its stable of larger Dispatch and Relay vans.

Cit Bits by Leven Mills

Did you know?

- Rearranging the letters of "INTERCOMS" gets you CITROEN SM.
- Citroen only built six CX Prestige Turbo 2 as right hand drive.
- France has about one million kilometres of roads of which about 8,000 are motorways.
- GB Major General Sir Ernest Swinton acknowledged to be the 'father of tanks' was recruited by Andre Citroen and had a big influence of the testing and field application of the Kegresse.
- From 1951 Citroen built the 2CV van called the "Fourgonnette". After 1977 it was replaced by the Dyane Acadiane version.
- The 2CV based UK manufactured Bijou was envisaged to have a monocoque body. That didn't happen and was instead assembled with eleven different body mouldings.

"There's going to be a huge ramp up of focus on light commercial vehicles, for this is a hugely untapped market," said Senior. "Rather than confusing buyers, all light commercial vehicle will be marketed under the Citroen nameplate."

The new direction for the brand, which has sold only 317 vehicles in 2017 up to July, will focus on the commercial vans alongside the passenger car and new SUV range. The all-new C3 light car confirmed to arrive locally in October and will sit alongside the C4 Cactus SUV and Grand C4 Picasso people mover.

casso people mover.

"Citroen, we see as an opportunity in terms of funkiness, a younger audience for the passenger cars which you see with the C3 and Cactus, etc." said Senior.

Citroen also has the C3 Aircross and C5 Aircross SUVs coming down the pipeline soon but Inchcape has not made an official comment on that models future yet.

DS Automobiles has also come under scrutiny as part of Peugeot Citroen Australia's (PCA) review of operations with the decision made to cease importing for the immediate future. This comes despite the DS brand unveiling its first SUV, the DS 7, earlier in 2017 with initial plans to have it on sale locally by 2018.

PCA plans to reassess where it is at with DS in 12 months time, but extremely slow sales of the DS3, DS4 and DS5 locally don't bode well for the brand's future.

"DS, that's an interesting one, and we've had preliminary discussions on DS," said Senior.

"On the basis of learning to walk before we run, we've said that we'll revisit DS mid-next year, so we will sit down at that time and have a discussion with the factory about DS.

"Let's get 12 months under our belt with this [Peugeot and Citroen] and show some credentials before sitting down at the table."

<http://www.drive.com.au/drive/motor-news/citroen-ditch-ds-to-focus-on-vans-64899.html>

CLUBMANSHIP

Present: Peter Moloney, Peter's friend Joel, Dave Rogers, John Parsons, Tom Grucza, Ian Downie, Wolfgang Seim, John Wyers, Bruno Tonizzo and Brian James, (Ed).

Club member Peter Moloney had purchased a factory building in Carrum Downs, so as to provide a more usable space in order to service and restore any car he may have, rather than working in a confined garage at home. It was an empty space, and needed a suitable fit out to suit the purpose; primarily the installation of a car hoist to start with.

A two post hoist was purchased and Peter having had it delivered, solicited CCCV members for a couple of volunteers to help in its installation. Nine additional members put up their hands for this assignment that was to take place on the 29th July. We rolled up at 10.00am and thought it would all be finished by lunchtime. Have you ever watched the English TV program, Grand Designs? Well

After clearing some space, four men proceeded to assemble a small simple four post set of steel framed shelves, without so much as an Allen key in sight. Many hands make light work?

The next thing was to remove the plastic wrapping from the two hoist supports that were lying on the floor. We tried to lift the top one but was obviously very heavy and it was soon realised we now needed an engine crane to lift them. A car was sent with the trailer to fetch one. Many suggestions and much hilarity ensued before settling on a rational decision on which end to lift first – the heavy end seemed like a good idea. In what could be only described as a glorious and breathtaking moment of accomplishment, the first hoist support was raised to the vertical, in an act reminiscent of that famous WW11 image of soldiers raising the flag on Iwo Jima.

A few members brought some nibbles and cake for morning tea, and after this effort it was already lunch time. With chicken and chips, bread rolls, coffee and tea etc supplied by Peter, we all dived in. The second hoist support was raised, and a to and fro discussion ensued as to where to place them. *"I think here, not there, are you sure? I won't be able to get through, what side are the controls?"*

Once that was finally decided it was the time to drill holes in the concrete floor for the bolts.

Once the vertical posts were bolted to the floors, it was necessary to thread through two steel equalization cables and then the hydraulic line. Much effort was expended on this without a final and satisfactory conclusion. By now it was around 5.00pm and we were all feeling a bit tired. We decided to call it quits as all the heavy lifting had been done (if you pardon the pun), and possibly with only a couple of guys taking their time, the balance could be finished another day.

What is there to learn from this?

Isn't this just what a club is all about? It is about like minded people coming together with a like minded passion; and a willingness to help a fellow traveller in need. The coming together and the sharing of one's experience and knowledge for the common good. It would have been nice to have the job completed and to have been able to put a car on the hoist so as to see it in action; a final justification for one's work. Although I spent more of my time recording the event in image form, what is clear to me now is not to be disappointed we didn't get to see the hoist working, but rather the sharing of time spent with one's mate's during the journey to that final goal. The final achievement is the apex of the event, but I believe our experiences of personal relationships during the journey will last longer and be more satisfying in our memories. Ed. →





Bruno unloading the trailer.



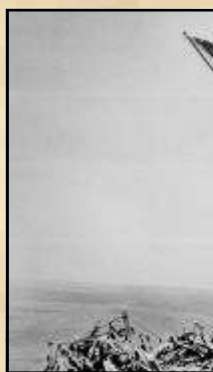
How will we lift this off these steel supports?



Four steel construction engineers—where does this bit go?



Wolfgang holds a bolt that will secure the hoist to the concrete floor and some of the tools used.



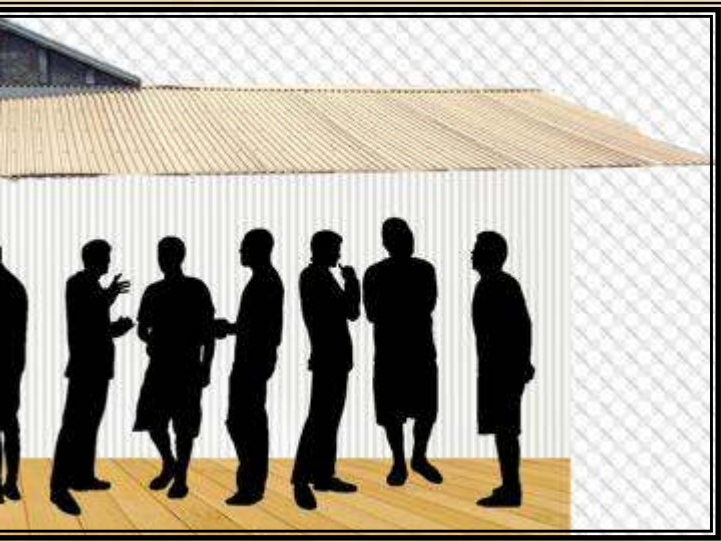
WW11: I



The crane arrives. Which end to lift first guys? Wolfgang ponders the problem.



Carrum Do



Iwo Jima February 1945



Peter hammers away on the drill.



Bruno passing body panel to Dave Rogers for the mezzanine level.



The shuffle dance. A little to the left and little to the right, now swing it around.



Peter Moloney fixing bolts to secure the top panel.



owns 29th July 2017



The supervising detail.



Male bonding: Come on guys: we are supposed to be putting up an automobile hoist in Peter's shed.



JUST WHEN YOU THOUGHT YOU HAD SEEN IT ALL... The Max Jones collection, Orange NSW will be going under the hammer 16, 17 and 18 March 2018 by Burns & Co MILDURA. 3 generations of collecting and one of the country's most prized private collections. Max, now 80 (and his father before him) has travelled the country attending clearing sales since his early 20's and now it's time for his own. Three action packed days including motor vehicles, trucks, horse drawn, farming, tractors, Industrial, petrol and Oil, blacksmith and so much more. Book the date for a once in a lifetime experience and **REMEMBER WHEN PRICE MATTERS THINK BURNS & Co.** Definitely nothing for sale prior. Further details will follow.



CITROEN DIAGNOSTICS

C4 automated manual gearchange

My son and his wife bought a new C4 Citroen diesel automatic a few months ago. It seems very nice, but when I drove it I noticed the strange gear change. It drops down the revs and almost feels as if it goes into neutral before it picks up the next gear. All this happens without lifting the foot off the accelerator. It feels like a very smooth and slow manual change. Is this normal for these vehicles?

Citroen C4 fuel economy

Late last year the fuel economy of our 2005 Citroen C4 2.0-litre petrol started increased from its usual mid-9s to high 10s. A warning light then came on indicating a problem, which was diagnosed as the front oxygen sensor. For a time after this, while I waited for the replacement part to arrive from overseas, the warning light disappeared and the car seemed quite happy. But since I installed the replacement sensor the fuel economy has worsened to around 11 L/100 km. What do you make of this, and should I have replaced both sensors?

Does my Citroen C4 need a new belt?

Our 2006 Citroen C4 is due to have the timing belt replaced at the next service, as it will be five years old. As we have only done 16,000 km do you think this to be necessary? Do the belts perish or stretch in that short time?

Citroen issues C4 and DS4 recall for potential bonnet issue



Citroen Australia has recalled 1494 C4 and DS4 hatchbacks for an issue that could result in the bonnet springing open unexpectedly.

Possible corrosion of the striker wire on the bonnet support led to the recall which affects models made between June 2011 and July 2015.

The possibility of an accident can increase if the bonnet swings open without warning, which is caused by corroded

wire that leads to the bonnet striker becoming damaged.

This is the second notice from [Citroen](#) concerning [the C4](#) in the past two weeks, joining the previously announced recall that involved the incorrect specification of wishbone bolts in the front suspension, which could result in loss of steering control.

Owners of the affected models will be contacted by Citroen via mail to organise the return of their vehicles to a preferred authorised dealer for inspection and replacement of the faulty parts if necessary.

A complete list of affected Vehicle Identification Numbers (VIN) is available for Citroen C4 and [DS4 owners](#) to view at [the Product Safety Australia website](#).

The DS4 – which is now a part of the French manufacturer's separate DS brand – was replaced in April 2016 with the high-riding DS4 Crossback [SUV](#).

Alternatively, the C4 continues to be sold in Australia alongside its [platform-derivative C4 Cactus](#) and was last upgraded in August 2015.

<https://www.carsguide.com.au/citroen/c4/problems>

Deciphering Traction Avant Dashboard Control Knobs



By George Dyke

Traction Avants get a lot of attention whenever they appear at local car shows. One of the questions that often comes up is “What are the dash controls?” Let’s look at those in the mid-1951 onward models such as the 11BN, the 11BL and the 15-6 built in Europe:

After you explain the “ladel spoon” gear shift protruding from the dash and the knob that opens the windshield, the knob that lets you advance or retard the distributor, and my personal favourite, the manual knob you can turn to operate the stationary windshield wipers (that rotates if you have the wipers switched on), there are 4 silver knobs mounted round the ashtray that confuse many people (including Traction owners) by their markings “D”, “S”, “EG” and “P”



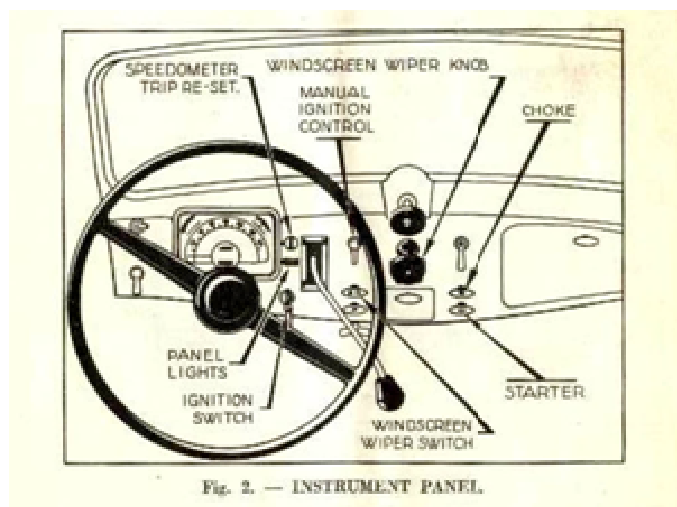
You end up explaining that they are; D for starter, S for the choke, EG for windshield wipers and P for the interior light. But then the next question invariably is “Why does the naming not make sense?” Rather than answer “That’s the French way, don’t ask”, here’s a little insight as to why they are marked in the manner they are:

- The starter is marked “D” is for “démarreur” the French word for starter and stated as such in the Traction Avant owners manuals. If you Google just “starter in English and look for the French translation you will get “debut”. (Not the word Citroën intended to apply to the knob but as power makes it debut to the engine via the starter motor to cause rotational force, actually appropriate!)
- “P” is for “Plafonnier” which means ceiling. Hence the switch is for the interior ceiling (or dome) light. You could also say it is for “Phare” which when translated into English is headlight, but I think it can also be applied to “overhead light” which in this case it is.
- “S” is for “suffoquer” a choke translation of the English word suffocate.
- and “EG” is for “Essuie-glaces” which means windshield wipers. (Actually also an accurate French abbreviation and the true name in French for windshield wipers.)

Tip: Say the explanations above with a French accent and it will sound like you really know what you’re talking about! (Or people will just figure you are pompous, leave you alone and not bug you with further questions.)

<https://citroenvie.com/deciphering-traction-avant-dashboard-control-knobs/>

Other dash knobs are the turn signal indicator on the upper right (above the choke) and the “butterfly knob” under the dash in the middle that operates the cowl vent opening between the windshield and the hood.



From the Traction Avant 11BN owners handbook

Then there's the dashboard light dimmer control – the little black knob protruding out of the right side of the speedometer housing. And above that a silver knob that you rotate to reset the trip odometer. On the Traction 15-6 and the 11(B)CV there is a silver knob on the other side of the dashboard pod that you use to set the time of the clock that is built into the speedometer display.



And on the left of the speedometer housing are found 2 controls; one – an on-off-on horizontal switch that selects power to the left or right ville lights mounted on at the top exterior are of the B pillars, and underneath that is knob that you rotate to open and close a flap in the heat duct tube that gets “warm” air channelled from the radiator. check the “Citroën Traction Avant” book by Jon Pressnell to see the various earlier dashboard configurations and those of the Slough built cars.

Finally – a comprehensive list of automotive museums.



If you are travelling and looking for automotive museums to visit, look no further than [this website](http://www.fiaheritagemuseums.com/) by the The Fédération Internationale de l'Automobile (FIA) in Paris, France – a non-profit making association dedicated to representing the rights of motoring organizations and motor car users throughout the world. It is also the governing body for motor sport worldwide.

The FIA's International Historical Commission (CHI) works to preserve world motoring heritage and trace its history. Working closely with the Fédération Internationale des Véhicules Anciens (FIVA), the CHI compiled [a list](http://www.fiaheritagemuseums.com/) of Automobile Museums and special collections around the world. The aim is to provide practical information on as many automobile museums as possible for motorists, travellers, historic vehicle enthusiasts, and motoring enthusiasts in general.

The CHI consulted with experts from FIA Clubs. with the result being that Museums Working Party compiled [the comprehensive list](http://www.fiaheritagemuseums.com/) which is today made available on [this dedicated website](http://www.fiaheritagemuseums.com/).

We hope you will find it useful, and will enjoy visiting some of the museums they list.

You will find that the list does not include important museums in the U.S. (the Auburn-Cord-Duesenberg Museum, for example).

<http://www.fiaheritagemuseums.com/museums.php>

B
A
S
T
I
L
L
E

D
A
Y

2
0
1
7



On 16th July CCCV members joined with CCOCA and other French car clubs to celebrate Bastille Day at Beaufort Manor in Yea. The day was superb for the drive there, and it was followed by a most delightful lunch. This was followed by some entertainment that could not be described as entirely French in character, but nevertheless giving much mirth and merriment to those present. A most enjoyable day. Ed.

Sales and Wants

Email the wording you would like in the advert. If a vehicle is to be sold please include details including year, condition, history etc. VicRoads require the registration number (or VIN/engine number) and asking price. Limited number of photos may be included. Where the car is located is also useful.

The one-off payment of \$20 applies. When payment is confirmed the advert will be posted. If you are a CCCV member there is no charge. The ad will also appear in our next club magazine and will run for three editions, or longer by arrangement.

Email ad to: editor@citroenclubvic.org.au or ring (03) 97285526

Please send cheque, or money order, made out to "Citroen Car Club of Victoria" (include a note saying what the payment is for.)

Send to

The Treasurer
CCCV
PO Box 751
Frankston
Vic 3199

Payment can also be made by direct debit.

Account Name Citroen Car Club of Vic Inc.
BSB 633-000
Acct 120127907

Include your name as reference eg Smith Adv

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.

2007 C4 Auto

06/17

2007 C4 Auto, excellent condition, 90,000 km, fully optioned, includes Satnav, amazing sound system, reversing sensors, leather seats, seat heating. It has every option you could get in 2007. \$8500 neg. Can negotiate on RWC. This is my daughter's car, selling due to arrival of first child. Reg: WBB 595

contact: brian@desktop-eda.com.au for more info and more photos.



ROAD RAGE RESERCH - CAN YOU HELP?

Drivers vs. Riders: What Makes Them Angry?



Participants will be invited to complete an online survey which will present a range of written scenarios, and will be asked to rate how angry each scenario makes them feel.

The survey will last no more than 30 minutes and participants can choose to run in the draw to win 1 of 6 \$50 AutoBarn gift vouchers.

<https://www.surveymonkey.com/r/drivinganger>

Henry Gunson: Student Researcher
Centre for Human Factors and Sociotechnical Systems
University of the Sunshine Coast

2006 Citroen C4

10/16

The vehicle for sale is a 2006 one owner since new C4 in wicked red. It has a genuine 7297 kms and is fully optioned with automatic transmission, panoramic roof and cream leather trim.

VIN: VF7LCRFJF74340021 REG: TYA622
ENGINE NUMBER: LH1V1369768

The vehicle can be viewed in Richmond, Vic by appointment. It has been looked after extremely well and has hardly been driven over the years. Asking price is \$14,500 ONO

Please call David (ph 0427239630) to arrange an inspection of this fantastic example of Citroen history.



Sales and Wants

CLUB MEMBERS NOTE: SPHERE RE-GASSING SERVICE NOW AVAILABLE FOR \$25-00

Note: removal and fitting of spheres is not included.

This service is strictly CCCV members only

CONTACT WOLFGANG SIEM ON 0425 872 082



'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.

Owner Search

04/17

Hi, I live in Sydney but bought a 1964 Chapron red in NZ. It is on a different chassis. Last owner in UK was ERIC DEBEGGER. He moved to Australia in 2004. I need his authority to get info on car so as to restore it to original. Do you know him? Could you put a message in your magazine? Many thanks,

Klaas Akkerman. Email: akkerman@tsn.cc

For sale:

07/17

August 2006 Citroen C5 HDi wagon. Silver/Grey leather. 88,200 always garaged country kms. Zagame, Lance Dixon and Swedish Prestige maintenance with books and extensive history file. Belt and water pump change 300 kms ago and all services up to date. New correct Michelin tyres. No structural accident damage. Fussy one owner non smoker owner. 964-965 (Plate not included in sale). VIN: VF7RERHRJ76755371 Can be viewed by appointment in Toorak, South Melbourne and North Coburg. \$7,000 inclusive of R.W.C.

Carl Jones
0434 768 308



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

Sales and Wants

CLUB SHOP

We have the filter retaining plate Gasket (locally manufactured) in stock for DS/ID at the cost of \$ 5.75 each. Ask Wolfgang Siem for details at the next Club meeting.

Club mugs with various models of Citroen cars on mug. Available at CLUB SHOP at general meetings \$9.50 each.



1947 Citroen Light 11BL .

05/17

1947 Citroen Light 11BL The car is in good running order and has been restored.

The car is located near Bright, Vic. Chassis no: 473345. **Price reduction: now asking \$26,000 ono.** For further information or photos please call : Kim 0448 081 132



Garage Space Wanted

I am looking to rent secure under cover parking for my 1974 DS 23 . My preference would be for something in the Richmond , South Yarra ,South Melbourne , Prahran areas , or other locations of similar distance from the CBD .

Please contact Des Fitzgerald at 0419351342

04/17

1991 Citroen AX GT

06/17

For sale is a Citroen AX GT 1991 white two door hatch asking \$750.
VIN: VF7ZAZW0000ZW9153

The car drives very well, however body has seen better days. Selling complete as donor car. Selling unregistered. The car is located in Carlton.

Call Jan for details on 0428 096 683

I am considering whether to take the step and purchase a wonderful DS, ID or D.

I am based in Victoria, and I am in the process of selling my daily car, before being able to purchase a D. I would love to have D that can be used as a daily car. So it ideally must be rust free, great hydraulics, and be loved. I am not too fussed in terms of spec, but prefer original specifications, preferably with Michelin XAS/ XVS tyres. Prefer a Deesee with Power Steering and Power Brakes.

I am also open minded as to whether you have a Sedan or Safari (Wagon). Both are fantastic. Much more interested in condition and history of the vehicle.

I have listed my daily driver on Carsales in the hope of procuring the required funds to buy a D Series. If you have one that you are interested in selling, please feel free to contact me via email.

Contact Syd on 0422 216 619 or email syd.balachandran@gmail.com



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.

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

TYREPLUS EASTLAND

crn BOND & NEW STREET RINGWOOD 3134

PHONE: 9879 8487



PROPRIETOR

STEFFAN ROSIER

***Michelin Vintage Tyres
always available.***

***Please check for current
stock and prices.***



**ALSO NOW
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

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.

Mentone	Stephen Maloney	0438 155 797
Deer Park	Kirk Kirkcaldy	9363 2464
Glen Iris	Colin Bates	9822 2864
Ringwood	Wolfgang Siem	0425 872 082
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



DS 3

NOW IN RUNOUT

from **\$24,990**
driveaway



Call **1800 ALAN MANCE**
or visit alanmancecitroen.com.au

Offer valid on vehicles bought and delivered by April 30, 2017 or while stocks last. The driveaway price shown comprises vehicle price, 12 month registration, CTP, stamp duty and dealer delivery charges. Price does not include metallic and pearl paint. Excludes fleet and government buyers. LMCT 4976