

# Citroen C6 Genootschap



Amicale internationale Citroën C6



## C 6 Journal Bulletin and newsletter of the Citroën C6 Association no: 9 November 2020. CORONA edition

### Colophon

*C6 Journal appears several times a year and is intended as a club magazine of the Citroën C6 society (Amicale Internationale Citroën C6 foundation).*

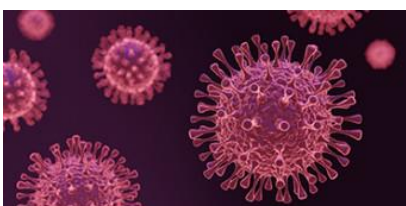
*The Citroën C6 Association originated from a spontaneous idea in 2010 and through the dedication and activities of Mr. Eric Bruinsma it has become an international group of more than 600 members, spread all over the world: from Japan to the USA and Australia, from Russia to Spain.*

*Since 2016 the Association has been legally organized as a foundation with a five-member board and we use the system of free registration. The main objective of our Association is to maintain this beautiful product, the Citroën C6, to us a definite future classic.*

*Also the possibility to share technical information is, of course, an important aspect of the mutual pleasant interaction with each other at meetings, journeys and other activities. As said, we think the exchange of technical experience is very important between the drivers and the technical-specialists we know.*

*You can join the Association by registering via our site or via [contact@citroenc6-genootschap.nl](mailto:contact@citroenc6-genootschap.nl)*

*privacy: The C6 Association only records your data within the framework of the Association and the information pertaining to same. If you do not appreciate this, please unsubscribe in writing [www.citroenc6-genootschap.nl](http://www.citroenc6-genootschap.nl)*



### Preface



I would very much like to start with the question: How are you all doing?

Due to the coronavirus, almost all activities have been put on the back burner and I am sorry to say that many people have been sick or still are.

Now we are dealing with a second peak but it seems to be leveling off in the meantime. To-day there are also some positive reports emerging promising a good vaccine, let's hope they will be available soon.

Needless to say that we wish that our Fellows will remain unaffected.

You will have noticed no doubt, that all the C6 Association activities could not have been carried out, due to said terrible circumstances.

That is unfortunate, but maintaining proper health conditions must prevail, of course.

And yet, we appreciate that communication with our C6 Fellows must be maintained also.

Nowadays this can be done at best through our Journal.

Filling such Journal however, is not easy partly because everyone has a different approach to his love for the C6.

That is why the appeal in this Journal by our chairman Timo Hoven, to send copy to the editors, so that we may continue to furnish you with interesting information.

Stay healthy and enjoy reading!

Hans van Leeuwen

## Message from the Chairman

Dear C6 Fellows,

I would have liked very much to give account in this C6-Journal about our fantastic anniversary year with great events, including the International Meeting in the Nether – lands, unfortunately however, all this did not take place due to the COVID-19 virus.

The annual technical meeting this month will of course also not take place. Our hope to develop some activities in the autumn to still make something of our anniversary year unfortunately did not materialise either. Shall we say next year? I do not venture to a prediction, we will just have to wait.

In the meantime here is another C6-Journal with contributions from (board) members.

And at the same time hereby an appeal from me to you for copy for the next Journals which we intend to publish at least 4 times a year.

So if there is something nice, funny and/or interesting related to the C6 you would like to share with us, by all means, please do! Of course you may convey your experiences on our facebook page <https://www.facebook.com/groups/2376012265957207/>

I am fully aware that the suspension of our C6 Association activities, due to the current situation is a minor suffering compared to the medical and economic conditions in which people and companies sometimes find themselves, but personally I must say that I do miss contact with you.

So let's hope for better times.

In the meantime, please be careful and stay healthy!

Amicable regards,

Timo Hoven,  
Chairman.

### Obituary

#### **Mieke Pekema**

Despite the fact that we knew that Mieke was ill, and presumed the worst was over, we received the sad news of her sudden death on 15th of May 2020.



*Mieke and Willem, our incredibly hospitable C6 fellows, where we were able to stay with the C6 Association in their beautiful castle in 2015 and 2019, and with whom we enjoyed various activities, are very dear to us.*

*Dearest Mieke, your spontaneity and goodness is to us like a flame that can be hidden, but cannot be extinguished.*

*Rest in peace.*

**Please note: the text below pertains to Dutch conditions of insurance and legal regulations only.**  
**(To feoreign readers: why not consider this an eye-opener and consult your local insurance company?!)**

### **Subject: Well insured ?!**

Just imagine that it's happening to you : you're comfortably driving your C6 and have to stop in front of a pedestrian crossing. Suddenly: a hard blow and your beautiful C6 is hit from behind by an other car. Fortunately no injury, but a lot of damage. More than the current value.

An evil dream, which can just become reality. It happened to one of our C6 fellows recently. Fortunately, his C6 from April 2007, was valued at € 12,000,00.

The above example underlines the importance of good insurance for your C6. As is widely known, insurance companies generally use the current market value in accordance with the law.

However, the very same law also grants the possibility for an insured to agree on a different value with such company. That value must then be determined objectively.

Hence the importance of a valuation report that is accepted by the insurance company.

The cost of such a report may differ, but one may count on approx. € 125,00 ex-VAT.

Recently, a number of C6 fellows have had their limousine re-assessed for insurance. And guess what ? Despite the higher mileage and increasing age (usually the insurance company requires a new valuation report every two years), the assessed value turned out to have increased !

#### **An overview:**

<b>Fuel</b>	<b>Type</b>	<b>Year of construction</b>	<b>Date</b>	<b>Milage</b>	<b>Assesment Value</b>	<b>increase/decrease</b>
P	3.0 Lignage	dec-06		130.000 140.300	18.000 22.400	24,4%
P	3.0 Exclusive	sep-06		65.903	20.000	
D	2.7 Hdi Exclusive	mrt-07	23-8-2018 12-8-2020	241.956 271.115	13.600 15.300	12,5%
D	3.0 Hdi Exclusive	jan-10		150.000	23.600	

Of course it is nice to see that a C6 is apparently worth an investment. Much more important however is that as a C6 gets older, the assessed value increases, whereas the daily value decreases (by leaps and bounds).

For an indication of the current market value of your C6, for example, consult the ANWB site: [https://www.anwb.nl/auto/koerslijst#/license\\_plate](https://www.anwb.nl/auto/koerslijst#/license_plate)

For the record, I repeat again that having the C6 assessed to "boost" the current value makes no sense.

It is necessary that it has been expressly agreed with the insurance company that in the event of damage, the assessed value is assumed (the so-called appraisal clause).

A valuation report is usually valid for two – in some cases – for three years.

On the website of the FEHAC a number of insurance companies are listed where a classic car against assessed value can be insured. See: <https://fehac.nl/verzekeringen/>

As you know, our C6 is far from having that status. However, with a limited number of insurance companies, it is possible to insure the C6 as a "young timer" with the application of that valuation clause. One of the insurance companies willing to do this are Turiën & Co in Alkmaar, through 'Advies Verzekerd!' in Meppel (Mr. Sjoerd Stel).

A number of our C6 fellows have an all-risks insurance policy with this firm.

For the record: *we have no connection* whatsoever with stated office.

In conclusion:

An all-risks insurance with a valuation clause offers a much greater chance that the C6 can be retained in the event of damage.

First of all, make sure to inquire with the chosen insurance company (or the intermediary) whether such an insurance is possible in your case. Then the car can be valued by an assessor accepted by the insurance company.

And what about the premium?

In the cases known to us, it was in every case lower than what has been paid before for all-risks insurances without a valuation clause. Obviously, the final premium depends on individual circumstances and we are of course happy to provide further information or to be of assistance in any other way, if so required.

On behalf of the board of the C6 Association,

Eddy Bueno.



## **TESLA experiences form Harrie Brunklaus**

As announced at the previous technical meeting,  
I bought a Tesla out of curiosity.

I wanted to see whether the claims of TESLA, 530kms range, fast loading time and its alledged super-charge network could be fulfilled in practice. And of course to spare the environment (I charge the Tesla at home as often as possible with my own solar power) to compensate for what my car emits during the rides in my classic Citroëns.

I am a Citroën enthusiast because of the advanced, sometimes over-complex technology and the fantastic design (at least up to and including the C6); at any rate, the TESLA lives up to the claim of advanced technology.

I have got to say that the experience with the TESLA is predominantly very positive.  
In practice the range, at normal speeds and heating/airconditioning on, comes to about 400kms, however the supercharge recharging time is not 20mins, in practice this comes to 30-40mins.  
This is more than sufficient for the journeys within the Netherlands but also for the long journeys that we often make.

A ride of 950kms to northern Italy we managed to do with two charging stops and whereas it took about 9 hours covering this distance with the C6, including rest stops, it took us about 10 hours this time.  
Obviously we don't mind making this sacrifice for the future world of our grandchildren.

The TESLA drives well, steers directly and the complete absence of engine noises (hardly present with the C6) is a special experience.  
It's true though, wind and rolling noises are slightly more audible.  
Its comfort of suspension however, cannot be compared with a C6, so you clearly compromise here, but I think this acceptable.

Fun toys are the driver assist systems; given that one still has to keep your hands on the wheel, in practice I only use the adaptive cruise control.  
The autopilot is very useful when in a traffic jam.  
Although the TESLA is shorter than the C6, the interior space is similar, the seats are also fine and the luggage space is also comparable.  
I think the minimalistic dashboard fantastic; merely a touch screen with which you can operate and control all functions via a very clear and intuitive menu-structure.  
A continuous internet connection provides you with up-to-date navigation, you can look up things on websites and your favorite radio stations and Spotify music are always available!

The sat nav works great, a route will be suggested, including recommended fast charging stations.  
If a different route is chosen, the locations of the recommended charging stations are quickly adjusted and the maximum charging speed of relevant station is indicated, and also how many charging points there are as well as how many are actually freely available.

Along the roads we have traveled in Belgium, France, Germany, Switzerland and Italy, we have always found more than sufficient TESLA charging stations and there were always enough charging points readily available.  
I have to admit though, that we were not on the road during the high-days of winter-sports.

In short, the TESLA can stay!  
The C6 is in the stable with my other Citroëns and is waiting for the moment when we are no longer seen as environmental delinquents using fossil fuels.  
But we still love to go out with one of the classic cars during the weekend or during holidays.

Harrie Brunklaus



## Once again: the Low Emission Zone.

In our first news bulletin of this year it was announced that access to a low emission zone would be indicated by new signs. That time has come now. Hence this reminder.

The good news is that for the time being, all C6-owners are not crossed in any way.

The bad news is, that in the long term one may expect more and more restrictions to be imposed on a C6 with a diesel engine.

As of 30 October 2020, one national regime applies regarding admittance to low emission zones in the Netherlands. It only applies to cars with a diesel engine. Petrol fuelled cars are allowed to move freely in any low emission zone.

Municipalities are not obliged to establish a low emission zone. Perhaps also because quite a few things can be said about usefulness and necessity!

But if a such municipality decides to set up a low emission zone, from now on this must be indicated unequivocally.

From now on the emission class stated by the RDW (National Road Traffic Agency) in the vehicle registration register (and on the vehicle registration certificate) is decisive.

The low emission zone is indicated with a new traffic sign, also showing one of the below admission indicating signs attached.



The new traffic sign C 22a (start of the low emission zone):

Admission indicating sign C22a1



Admission indicating sign C22a2



This third sign (only diesels with emission class 5 or higher) may not be used before January 1, 2025. Because all C6's equipped with a diesel engine at least have emission class 4, those C6's are permitted to enter and stay in any low emission zone that may have been set until 1 January 2025.

After that date, municipalities may deny access to diesel fuelled cars with emission class 4. This is a possibility; not an obligation (to date).

However, one critical comment is appropriate. Legislation is always subject to change. And attention for the environment is only increasing



Admission indicating sign C22a3



Seen on the internet:

**Beautiful !**

The question: is it a C5 or C6 ?

and is it for sale?

Do you have more information?

Mail to: [citroenc6genootschap@gmail.com](mailto:citroenc6genootschap@gmail.com)



*A blast from the past Norway 2013*

**Foundation Amicale Internationale Citroën C6**



Citroën C6 Association The Netherlands