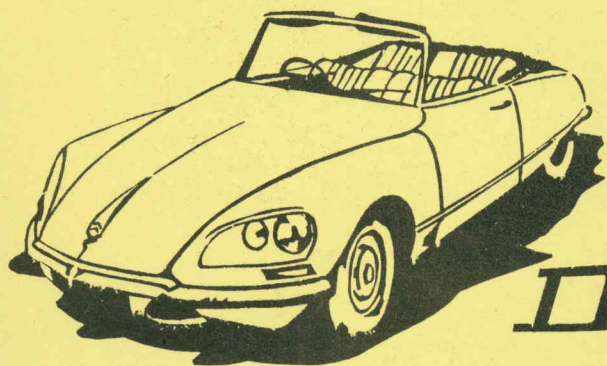


Whilst every effort is made to ensure the accuracy of information and advice in this magazine, and in replies to readers queries, neither the Citroën Classic Owners Club of Australia nor the officers and members thereof nor the authors accept any liability

Windcheater & T shirt designs

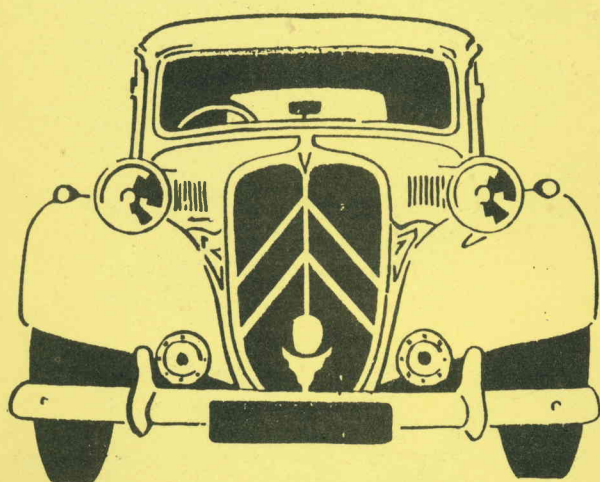
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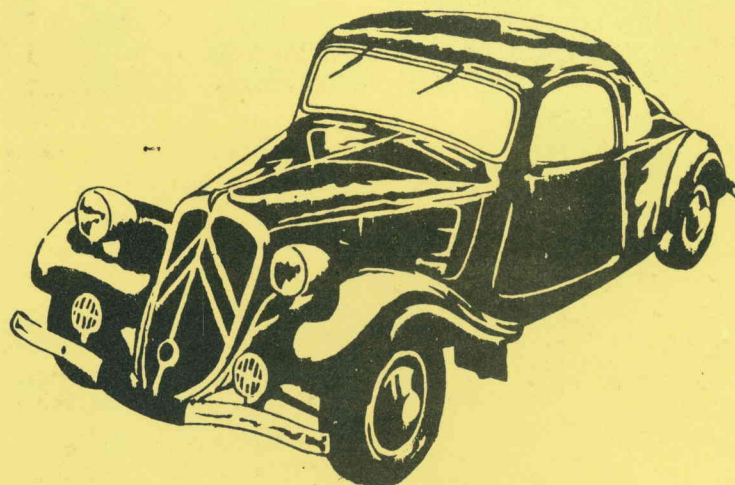
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La 2cv



CITROËN



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CCOCA IS A MEMBER OF:

ASSOCIATION OF MOTORING CLUBS

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Looking through the membership list, one finds that about 20 members of the 2CV family are owned by CCOCA members.

Many of these are everyday cars, used as "practical alternatives" by owners of older Citroens.

How practical are they? Comments usually vary from "irresistible" to "a nasty cheap little car". This issue of Front Drive features five people's views of what life with a 2CV is all about - see what you think! - and then tell us about it.

Letters and other contributions have been a bit light lately. If you haven't been working on your car, you've had time to write; if you have, take a break and send your problems/solutions to your friendly Editorial Sub-committee.

As they say, put your front wheel forward!

Peter Fitzgerald
Bill Graham
Peter Simmenauer

WHERE ARE THEY NOW DEPT.

Paul Chapman's heap of parts of 2CV origin is now, after only two or three months, approaching fully restored condition. Willem Voorwinden is restoring it as everyday transport, and will probably be selling his Big 15 to finance the project. Eat your heart out, Paul!

FRONT DRIVE DEADLINES

November/December issue: 21 October

January/February issue: 16 December

NEXT CLUB RALLIES

GENERAL MEETING: GUEST SPEAKER FROM LOCTITE. 28 SEPTEMBER

SPARE PARTS AUCTION, SUNDAY 16 OCTOBER 36 HEDGE END RD MITCHAM.

CCOCA MEMBERSHIP:

Joining Fee (new members and late subscriptions): \$5.00

Annual Subscription: Full Member \$20.00

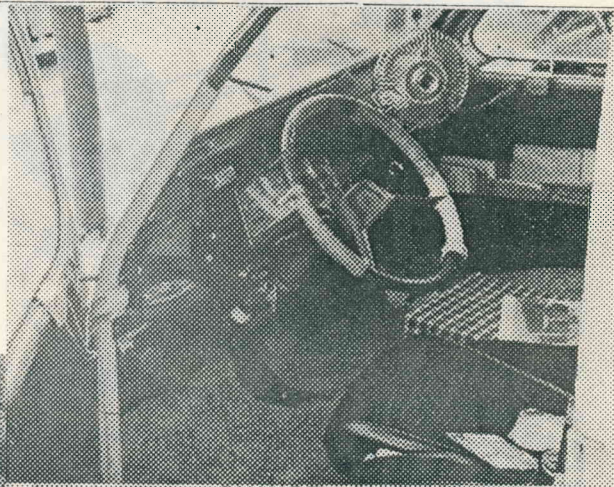
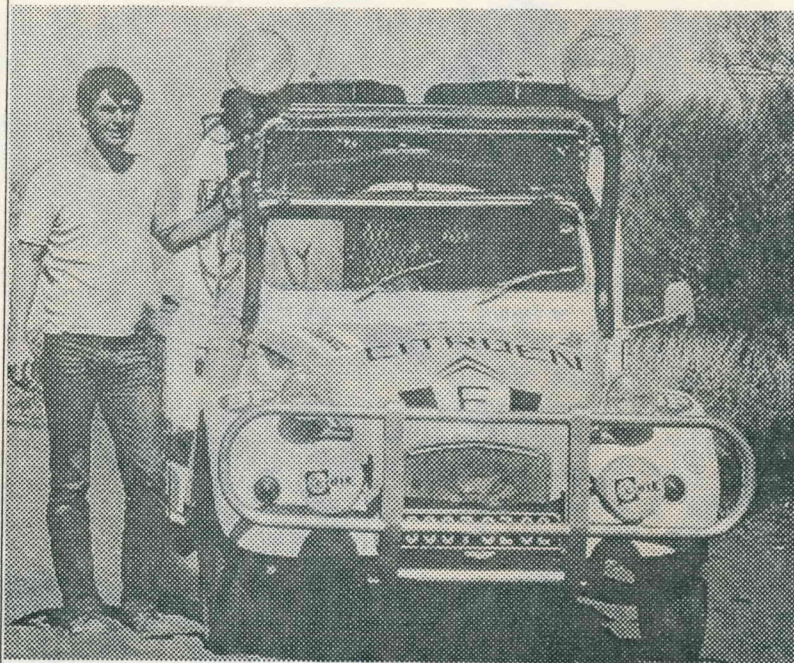
Associate Member \$15.00

Joint Membership available to spouse of Full member, no cost.

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CCOCA meetings are held on the last Wednesday of every month at 8.00 pm at the Coffee Shop Meeting Room of the Nunawading Civic Centre, Nunawading, east of Springvale Road.

Around the world in a 2CV



Alain Chaix, a 31 year old physical education teacher from Toulouse, is currently in Australia with his 1978 2CV van which he is driving around the world solo.

His route so far has been through Europe to the Middle East, Pakistan, India, Bangladesh, Kashmir, Sri Lanka and by ship to Sydney. From Sydney he has been to Melbourne, Adelaide, Perth, Kalgoorlie, across the Gibson Desert to Alice Springs, through the Simpson Desert to Queensland, down the coast to Sydney, through Albury, and is now in Sydney again, about to head north, probably via Darwin to either Singapore or Hong Kong en route to China, the United States, Africa and then home.

The trip so far has taken nearly two and a half years and 102,000 km. He expects to take at least another two years to complete it. His version of why he is doing the trip: "I wanted to confront myself to cope with any situation and to find out what my mental and physical reaction would be. Situations can be very unusual because I am going from one country to another."

He prepared the van himself: "I purchased two smashed cars which had been involved in accidents and made them into one. The preparation for the trip took about five months. I have had a few problems, such as generator trouble, with the car, but I always have fixed it myself."

Modifications to the van are really fairly minimal. It left France without much extra reinforcement, but has gathered some along the way, in the course of making repairs and cutting out rust. The engine, carburettor, generator and transmission are stock standard, only extra dust filtering is fitted. The passenger seat has been taken out to make

room for tools, etc. and the driver's seat

has been replaced by a rally type, with appropriate panel alterations to allow it to be set further back than standard. The front guards have been reinforced and the rear ones cut away to avoid build-up of mud etc. The engine bay side panels have been welded to the bonnet to improve rigidity. A roof rack for tyres, driving lights, high-mounted twin spotlights and a rear spotlight have been fitted. The reason for the high front spots, says Alain, is that in India, truck drivers will not let anything except a faster truck pass them, and the spotlights make the 2CV look like a truck in the dark or in heavy dust. (The rear light can be used to admonish drivers behind who cannot be bothered to dip their lights.) The rear windows are covered in anti-theft metal mesh, and the side windows have been deleted. The roof has been insulated, and belongings are stored in light-weight plastic mesh bins, over which a bed can be rolled. A burglar alarm is fitted, and a water tank, stove and refrigerator are also carried. De Carbon dampers have just been fitted, and the original crash bar has been replaced with an Australian bull-bar. Some of the wooden lockers and other fittings have been discarded on the way to lighten the car.

The van has had its share of troubles. Having experienced two monsoon seasons, quite a bit of rust has had to be cut out and replaced. One suspension spring broke in Nepal, and Alain had to drive a further 5,000 km at 30 km/h because a replacement could not be obtained until he reached Bangladesh. Then another spring broke just before shipping the car to Sri Lanka. In Bangladesh, a suspension arm was bent by a stone in the road. A replacement set was

obtained from a derelict van - Alain found when he reached Sydney that these replacements were in fact heavy duty reinforced types. Piston rings were changed in Bombay. Some major work was needed in Sydney, which included extensive chassis welding, gearbox work and new pistons. Thanks to Chevron Motors and John Vanechop especially, this work was completed successfully.

Tyres were obviously high up on the list of consumables, and Alain has had to pick these up, usually second-hand, on the way. The nuns of a convent in Pondicherry drive 2CV's, and were one source of tyres in India; on another occasion when stocks were low and a tyre blew, Alain was directed to a French family living only 50 m away, 2CV owners of course, who also supplied him with tyres.

It sounds as if getting shot at in Syria was less irritating to Alain than an episode in Karachi, when it took him 15 days to get his van off the ship. The ship was carrying explosives and was not allowed to berth at the main port, which was bad enough, and the landing fees and duty demanded by Customs were so high that Alain refused to pay - but managed to get the van out anyway.

One of the highlights of his trip was travelling through Western Australia's Gibson Desert: "I have been through Syrian and Saudi Arabian deserts but the Gibson was completely different. There is more vegetation and wildlife and the colours are richer - deep reds. The trip through the Gibson Desert really starts from Laverton and the little town looks like a huge camp with all the miners who extract and produce nickel and gold from Wandarra mine, 25 km away from Laverton. Every eight hours, a bus takes the mining crew back to Laverton and brings the one for the next shift.

"It is also the last town before entering the Gibson Desert between Western Australia via Kalgoorlie and the Northern Territory to Alice. Filling the petrol tanks at Laverton BP station, I leave all the friendly people I met there. Again I get back into my loneliness, driving on the sandy and corrugated track, on a five day journey. Tackling the problem of corrugations, the driver will understand very quickly that he has to drive at a certain speed of 80-90 km/h. The tyres seem to go from top to top of the sand's waves. At the same time, I wish that it will stop soon, but it will not end until Ayers Rock, 1,200 km further on.

"At the beginning, the concentration is riveted on the way, trying to avoid the corrugations (the impossible) and listening to the car's vibrations. After a while, it becomes usual. The car doesn't seem to be breaking into pieces.

"So begins the enjoyment of what is around.

"A glance at the countryside reveals beautiful and high grass swaying with the wind over the plain, vast and lonely. Once the driver parks and the car stops rattling, the world of silence charms him. It takes a little time before realising what happens. First it begins with a murmur soft and fugitive. More and more, it grows until it becomes a clamour. The eyes look around searching, scanning everywhere over the vegetation green from the last and recent rains. The bent grass trembles down to the ground among some weak trees rubbing their leaves against the wind. It comes from everywhere, all around and this is much like a complaint, a sort of listless whistling.

"The wind! It is like a 'maestro' conducting all the musical nature, in perfect harmony with the lights and the colours playing under the capricious sun. It could

take all day without any effort or weariness, keep listening and watching this fascinating performance, up to the sunset when the colours marry and the sounds confound. Just before, at twilight, parrots having their eternal quarrel break for a moment the enchantment of the birth of the night. Later, in their dark and cold isolation, the dingoes throw to the stars their long and distressful howling. On the driving time, there are some surprises like emus on the track. They look at the odd car coming with surprise, and suddenly realise what's going on. Running in front of the car, a race starts.

"The concurrents: five emus against a three horsepower engine. The handicap: the driver has to find his way through the viewfinder, taking pictures of the runners. The car is zig-zagging behind them until they can instinctively pull out of the racing field. No elimination! There was no winner because of disappearing competitors!

"Getting stuck in the sand can also be an 'intermezzo'. Instead of rushing into the trouble with the risk of getting worse, the best thing is to get a beer and take it easy. The problem can be resolved with a 'cool head'. As a matter of fact, it was not very alarming.

"The Gibson is not completely empty of people's life. There are a few places where missions or communities can be crossed. These places are Cosmo Newberry 91 km from Laverton; the next point where you can speak to anyone will be at Warburton Mission 500 km further on. 238 km later is Giles Meteorological Station where some welding was kindly done by the engineer in charge of the workshop. Without this welding, the car might have broken down somewhere between Giles and Docker River settlement, 107 km from Giles. Then, after 243 km, Ayers Rock ends the track which can be rocky, but most of the time it is sand and of course inevitable corrugations all along the way.

"On this five day trip, one night, a chance meeting occurred between a 4WD going the same way as myself and a 4WD going to Laverton. The best and certainly the safest is to go with two 4WD together and a radio. Going alone without communication might be risky unless your car is as trusty as my little Citroen called a 2CV. She proved herself anyway.

"Sometimes also, one wants to realise an experience to improve himself. Being alone then becomes the best context to do it. The Gibson was the right place to achieve it."

While in Australia, Alain has received sponsorship from Travelodge and BP, among others, as well as considerable help from Chevron Motors. He is now looking for more sponsors, so that he can continue - as he said, Australia "is the first country in which I have had sponsorship and it is very important to me because I have been travelling on my own for two years".

He does not see any unsurmountable difficulties in continuing his trip, even through China. One gets the impression that, as with the Karachi Customs, he generally gets his own way. He intends writing a couple of books about his adventures when he returns to France, and will retain the van unless Citroen wants to buy it for their museum. If they do, he still has a 1963 2CV sedan and an Ami 6 Break to go on with.

Good luck Alain!

(Thanks to the intrepid roving reporters, Peter Fitzgerald and David Gries, who braved bad weather, and echidnas to interview Alain in Sydney; to Mr. Jim Abbott in Albury for an article from the Border Morning Mail and to Roger Brundle for an article from the July issue of BP's The Reporter. - Ed.)

MEMBERS CARS

1979 Dyane Weekend 6, BGI 271, owned by Leigh Miles.

On the 28th January 1979, a yellow Citroen Dyane Weekend 6, registered DVS 373 T, was driven away from the Gravely Motor Co. by my parents.

Bruce and Elaine had arrived in the United Kingdom in November 1978, intending to stay for a number of years. They settled themselves in Welwyn Garden City, Hertfordshire, 25 miles north of London and just down the road from my eldest brother and his wife. Having found accommodation, the next important task was transport acquisition. So Bruce, who had never bought a car before, began the daunting task of investigating the English Car Market.

Petrol was double the price it had been in Australia - 75 p per gallon. (By the time we left England, three years later, it had risen to £1.85.) Fuel economy became an important feature. As my brother is over six feet tall, ample interior space for four people was also important. Price and resale value had to be considered too.

The answer, even to my father, was clear - the only possibility was a 2CV. After phoning a number of Citroen dealers in and around London, they located a 2CV and a Dyane. The on-the-road price of the 2CV was £2,000 and the Dyane was £2,100. For the extra money there was the safety of inboard front disc brakes, the comfort of more substantial seating and the convenience of the hatchback and folding rear seat.

So in the snows of winter, my parents made the trip six miles north to the Gravely Motor Co. and made the acquaintance of Mike Creasey, partner in the dealership with his brother. There, covered in snow, was a yellow Dyane, recently delivered to fill an order that had that morning been cancelled. The snow was hastily brushed from the windscreen and the key turned. The engine sprang to instant life and off they went for a turn around the block. Mother was a little perturbed about the lack of interior door panels, and there was no heater. Despite these shortcomings, Bruce and Elaine agreed that this was the car for them. Masonite would be bought to cover the insides of the doors, and a heater was an unnecessary luxury - all they needed was a knee rug. That decided on, they headed back to the dealership.

It was at this stage that Mother first caught sight of the GS Club - priced at around £3,000. Instant romance. It looked better, was clearly more comfortable, and Elaine wanted one. Mike Creasey would have none of that. Under no circumstances were my parents to be allowed to spend more money. They were assured that the Dyane would provide them with all they could wish for in a car. "Save the money, spend it on travel, but do not spend it on the GS" was Mike's recommendation.

The papers were signed, deposit paid, hands shaken, and they headed for home - via the Welwyn Department Store to buy wood and a rug.

A week later they were back at Gravely to collect the car. Much to their amazement, the doors were fitted with rather good-looking plastic panels, complete with armrests. "Oh well, the wood is bound to come in handy." They also found that the heater had been connected. "Yes, well, the rug will be nice to sit on for picnics in the summer."

The first longish journey took the Duck to Constable country - Suffolk. This gave Bruce a good chance to get to know the car, Elaine a chance to map read and a real opportunity

to savour the delights of English road signs and the benefits of roundabouts. The road sign problem involved joining the main London-Cambridge road (A10) and heading towards London. The difficulty arose when they realised that the sign in both directions said "London". This led to the realisation of the benefits of roundabouts. If you are not sure which exit you need from the roundabout, well, you just keep on going round and round until you make up your mind. I can assure you that in three years in the United Kingdom, we went around a lot of roundabouts more than once. A Duck circling a roundabout at a fair pace exhibits a tendency to lean a little, and we used to get some very strange looks from other road users.

I arrived in England in November 1979 and took an instant liking to the Duck. Convincing Bruce that I should be allowed behind the wheel of his pride and joy was a time-consuming exercise. Eventually we changed seats. I got the pilot's spot, Father became navigator and Mother retired to the back seat. Two things emerged from this. Firstly, Bruce would allow his mind to wander, I would arrive at an intersection requiring direction and he would have no idea where we were, and round and round the roundabout we would go. Secondly, when I say Mother retired to the back seat, I really mean retired in the back seat, as she would tend to doze off as we drove along.

Where the Miles family was off to next was a major topic of conversation for a number of people. After extensive travelling in the UK Elaine and I persuaded Bruce that France should be the next trip. We spent June 1980 in France, and covered 3,000 miles in the month. Driving the Duck in England had had some irritating aspects. Tearing along at breakneck speed, it was possible to pass 3 litre Ford Capris (the English equivalent of the Holden Monaro). Instant hate from the other driver was the result, and they would accelerate, overtake and slow down. In France this never happened - perhaps because so many Ducks are driven at top speed in France. France caters quite well for the 2CV driver by having higher maximum speeds on the downhill side than they do on the up-hill. So you can belt down the hill at the same speed as all the other cars, but on the up-hill the others all have to slow down to 2CV pace because of the speed limit.

By August 1981, we were considering returning to Australia and the matter of disposing of the Duck arose. I was keen to bring DVS back to Australia, but we knew nothing of the Customs or registration requirements, and we had no idea of whether any two pot Citroens existed here. My brother, who had come to the intelligent decision that the Triumph he was driving was past it, and bought a Dyane



too, decided not to bring his back, as it all sounded too difficult and expensive. Indeed, the advice we were able to gather in London would have discouraged all but the most foolish.

The Customs side was easy enough - as we had owned the car for three years, there would be no duty or sales tax to pay upon import. Registration was another matter. The Victorian Agent-General's office provided a photocopied handout detailing the requirements for registration. I was further advised that all modifications necessary had to be completed before the car left England, as the testing prior to registration would be undertaken on the wharf. The glass all had to be marked with the British standards "kite mark" - no problems there. The four seating positions required lap-sah seat belts. The front seats already had these, but the back only had provision for lap belts. We were eventually able to solve the problem with some very long belts, using the lap mounting points. The front seats required integral head restraints. Anyone who has seen my car will now understand the reason for the Skoda front seats which have been in the car for the last two years.

Having been assured that the car would not have to meet emission control rule ADR 27A, but only ADR 26, which was far less strict, no one could tell us what the requirements actually were. So we had no idea whether the car would pass ADR 26 or not. I decided to risk the venture, and paid my parents £1,000. for the car.

It was shipped by Anglo-Pacific Shipping, who charged £896 for the shipping, insurance and complete protective body wax. As importing a Dyane is to be the subject of another article, I will not dwell on this, except to say that on the two occasions that I have used Anglo-Pacific I have found them to be both helpful and interested, both in London and Melbourne.

The car arrived on New Year's Eve 1981. Customs as expected was straightforward. Registration also turned out to be straightforward, and yellow Dyane BGI 279 was let loose on the roads of Australia and has now become a common sight around Melbourne, Rosebud and Adelaide.

Over the three years and 40,000 miles we drove the car in England, it was always serviced by Gravely Motors. The cost of that servicing was £352, of which £182 was labour. The only major work that was undertaken was to replace the exhaust system after 36,000 miles - which is a long life by English standards. Since arriving here, the Duck has only let me down once - when the alternator decided to call it a day last January, in Benalla, at 10 pm. So I have had 60,000 miles of trouble-free motoring. The Duck has more than lived up to the initial requirements - to be an inexpensive, reliable fuel miser, capable of transporting four people in comfort.

I would like to thank my parents, Mike Creasey and David O'Keefe of Gravely Motor Co., Les Heron of Anglo-Pacific Shipping, Melbourne, and the Citroen Classic Owners Club for making that 60,000 miles possible.



1966 AZAM (2CV4) KA 425 owned by Struan and Alison Robertson.

My interest in Citroens was sparked by a visit to England in 1966-67. I can remember having a Slough catalogue of a ripple bonnet 2CV in my scrapbook at that time. The only 2CV's I had seen in England were grey. Then passed two early D's, both 1964's and two Light 15's, both 1951's.

Taking the last D to the National Citroen Rally in 1980 really was the turning point. Four 2CV's (including the one that I was to buy later) attended. Two Dyanes, early 1970 versions, were there also. Our interest was immediately taken by a bright red one that popped in for a visit on the Saturday morning. Names and addresses were exchanged,

with the typical "if you ever consider selling, give me a ring". We journeyed home, forgetting about 2CV's altogether. Three weeks later, Dion rang offering us the bright red 2CV we had seen in Auckland. The car had had the misfortune of being run into while parked, sustaining substantial damage to the right hand rear guard and suspension arm.

As tenders were called, we had to ring the following Sunday to see what the top tender was. To cut the story short, we topped the highest tender and became proud owners of a 1966 AZAM with a 425 cc motor.

Only one problem - we live in Invercargill and the car was in Auckland! With air tickets booked, we waited eight weeks before flying north.

Problem number two was collecting the car

in the dark, having the gearshift explained, not being able to find second gear on the top of the Auckland Harbour Bridge in rush hour traffic with thirty-two cars behind us! Alison was holding onto the passenger's window, as we didn't realise you dropped them to close!

Apart from many amazed looks, jeers and cheers, a fortnight later we were back in Invercargill with a 2CV.

Everything I had read in eight years collecting material about the 2CV was true. It's fun to drive - every trip seems like an adventure.

After about six months of ownership, we had the misfortune to break a crankshaft, so the 2CV ground to a halt. The motor was removed and sent to a Hamilton Citroen agent for repairs. Looking at the car, we decided on a chassis-up rebuild over an eight-month period. Brakes and rear wheel bearings were rebuilt, and the chassis welded, cleaned and painted. Some panel work was needed, along with a complete respray inside and out. Front and rear seats were re-covered with dark brown woollen

moquette and a new sunshine roof fitted.

Now, twelve months later, the motor is well run in, and the car is used every day for a variety of chores.

Having owned the car for almost three years we can make the following observations. Although the initial purchase price was expensive (\$2,000), it has proven to be a worthwhile investment. To the best of my knowledge, no other 2CV cars have changed hands since we bought ours in 1980.

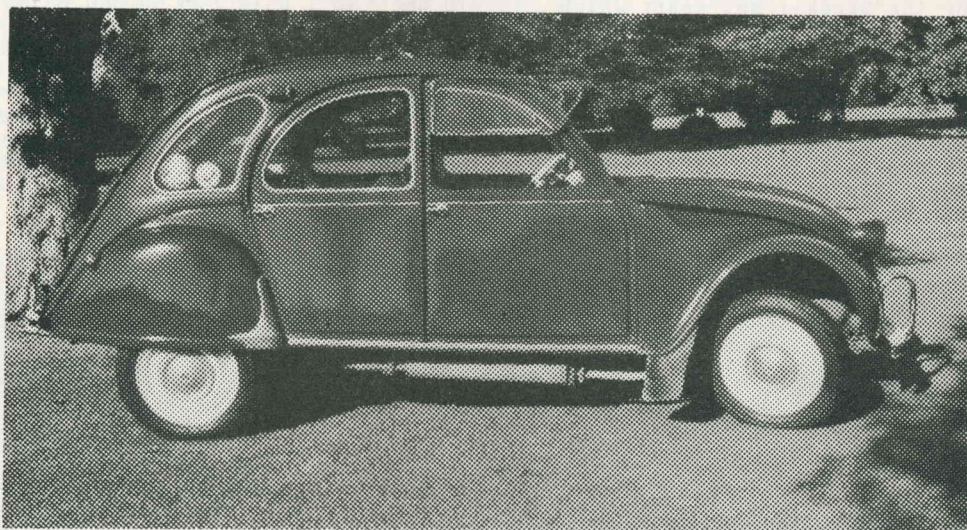
It's cheap to run, easy to maintain, and through the car, we have met many interesting people and made friends overseas.

The only alternative is another 2CV, preferably an English specification one, but a trip overseas is in order to buy one of them!

Meanwhile, we look forward to lots more kilometres in KA 425.

Struan Robertson.

Thanks Struan. Readers can check South Island Citroen 1 for more about Struan's car - Ed.



1970 Ami 8 Break and Ami 6, owned by Mark McKibbin.

The Ami 6 was released in 1961 to fill the gap between the DS and the 2CV. It was fitted with a stretched 2CV engine of 602 cc, producing 22 bhp. The Ami was more comfortable, faster and quieter than the 2CV, although not as versatile until an estate version was released.

Over the years, the engine was developed to an output of 35 bhp, disc brakes were added to cope with this awesome power increase, and the top speed went up to 120 km/h.

At the 1969 Geneva Motor Show, the Ami 8 was released, being mechanically similar to the last of the Ami 6's. It adopted the overall

style of the Ami 6, but with much softened lines. The Ami 8, having replaced the Ami 6 range, continued with little change until production ceased in 1978, when it was replaced by the LN-Visa.

I have two Ami's, one 6 and one 8. Both of them are estates. The Ami 8 now has over 200,000 km up, and can still sit on 110km/h all day at approximately 50 mpg. The Ami 6, although older, has only 90,000 on the clock, being a one owner car until very recently. It is fitted with the optional traffic clutch (centrifugal) and is a very easy car to drive around town.

Due to the lack of garage space, one of the Ami's must go - any offers?



1954 2CV HNH 828, owned by David Gries;
1968 2CV DS 214, owned by Janet Gries.

David's red 2CV, "Boulanger" (pronounced Bowlanger), is not only a well-known feature of Melbourne motoring, but was recently discovered from the chassis number of 53-0009, to be the earliest Slough-built 2CV still in existence.

The car was brought to Australia and sold by Commonwealth Motors in 1954. David, who had learnt from one of his teachers at school to love 2CV's, acquired it for the princely sum of \$20 in 1970 from its second owner, Hank Dogger. Hank had come out from Holland in the late '50's as a Citroen mechanic to work on the newly introduced DS 19's, and was the owner of a number of 2CV's over the years, most of which were stripped of their engines for use in hovercraft.

"Boulanger" was too good to suffer such disembowelling, so it was sold, complete, running and registered, with 35,000 miles on the clock and original metallic grey paint. The original 375 cc motor had been replaced by one of 425 cc, and it was in good condition, with only the expected amount of rust in the usual places.

The colour scheme became psychedelic, with flowers, but this did not always convey the desired happy mood to the police - they put it off the road in 1972 for a variety of reasons - like lights, tyres, exhaust, etc. These items were fixed and the car became white at the same time.

David remembers that it spent a fair proportion of its life being towed around Melbourne for the first five years, until he got better acquainted with its innards, and started using new replacement parts, instead of anything he could get his hands on. In spite of occasional unreliability, however, he still managed to drive it to Brisbane in 1971, taking ten days each way without incident until a piston disintegrated outside the Ford factory at Broadmeadows on the way back. Forbes in 1973 was its other long trip, and 1975 saw a major engine rebuild, when a con rod went through the side of the block. New parts this time, including later pistons, ensured that it has remained reliable ever since, and the original output was boosted to the dizzy heights of 14 bhp.

For the Beechworth rally in 1978, and in honour of the formation of CCOCA, it received

its present colour - Berger pillar-box red. David recalls that it took two days preparation by him and half an hours work by George Salmon with an airless spray gun to bring it to its present splendour.

David has always used it as an everyday car, for the sort of work for which it was designed. It has carried everything from large pieces of furniture to V8 motors (amazing what can be hoisted in through the roof). He admits that it should come off the road for body repairs before the rust gets too extensive, but he has been saying that for some time, and "Boulanger" keeps soldiering on, and attracting a great deal of attention from other drivers. Such as the Jaguar E-type owner who stopped at the traffic lights and leapt out, frantically enquiring where he could get a 2CV for himself. David offered to swap cars (I wonder if he really meant it), but the Jaguar man was foolish enough not to close the deal.

Janet's white 1968 2CV also attracts a lot of enquiries, although her best effort yet is from a tram driver who hopped out of his tram at the busy intersection of Brunswick St. and Victoria Pde.

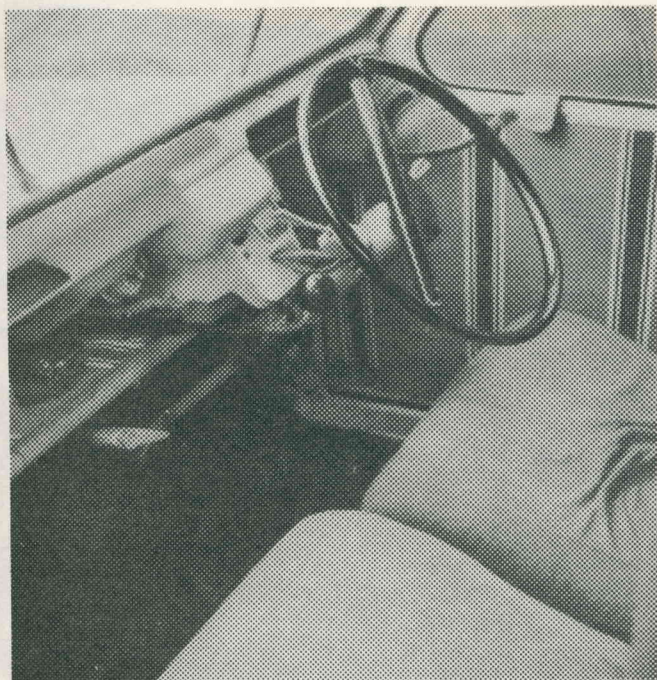


Her car is Belgian built for the German market, complete with a roll-back seat. It was brought out in the late '60's by the French Consul in Canberra. When he returned home in 1972 or 1973, he left this car, with two others, in Canberra. Their ownership appeared uncertain for a while, but eventually the two Belgian cars were sold to Stuart Clarke from Sydney. David helped him convert them to RHD and the cars were sold, the 1966 one to Andrew Rankine, the 1968 one to a Sydney couple. They sold it to Janet in 1978 at 68,000 km.

The car has had a certain amount of clutch trouble, and David has rebuilt the engine with a new crankshaft. A suspension arm broke recently and has been repaired, but apart from these problems the car has run well and remains original, with very little rust. It promises to exceed its present 102,000 km with no further fuss.

For the heavier stuff, David keeps an immaculate blue 1975 D Special, which he has completely rebuilt after an accident; a 1975 GS Break, which is not intended to replace Boulanger as a suburban hack, and a 1961 DS 19 Goddess awaiting restoration.

A good mixture!



1976 2CV6 BLS 426, owned by Russell Wade.

My interest in 2CV's began when still at school in the late 'fifties. I had read an article in the National Geographic about the 1953 trip by Jacques Cornet and Henri Lochon, during which they covered 52,000 km in 367 days in their 2CV christened "Cubitus". During this trip they established an altitude record for a car (previously held by a T Ford, I believe) on Mt. Chacaltaya in Bolivia of 5,420 m. (Mt. Kosciusko, our highest mountain, is 2229 m, or 7,316 ft.)

The weight reducing technique for this feat intrigued me at the time - they removed doors, front guards and rear seat (canvas boot lid on a '53 2CV) - although I did not, as a schoolboy, appreciate the technicalities involved. Remember that they had 375 cc and nine bhp, and, as the power of an internal combustion engine is approximately halved for every 18,000 ft above sea level, they achieved the record with four and a half bhp (unless they had fitted a supercharger or maybe pedals).

Anyway, to make a short story long, I recall seeing occasional 2CV's on the road (I nearly wrote "seeing odd 2CV's"), but I was more interested in MG TD's and TF's (what terrible cars) during my early driving days.

About five or six years ago, I acquired a 2CV, but it was missing many vitals, and consequently I acquired a very oxidised 1954 2CV van ex-Commonwealth Motors knock-

about with the intention of recycling both to make one complete vehicle. However, like the man in the Moccona coffee ads, I was "getting sick of waiting" for the work to be completed, when I overheard Phil Ward mention at the 1982 Concours at Como that he wanted to sell his H-van and 2CV to go on a Citroen buying trip to Europe.

That night I thought over various possibilities (win Tatts, rob a bank or borrow) and since Phil was leaving in 13 days, rapid action was needed. Ten days later, with the borrowed money in my pocket, I left Tulla on the first flight to Adelaide and was back in bed at 11 pm with a green 2CV locked in my back yard. Prior to this first try, I had never driven a 2CV on the road, but had driven in and driven off the road in several other 2CV's.

What's it like as an everyday car? The most common comment that people make is: "What a good job you've done restoring it" - I've tried, but cannot spray orange peel as good as the factory sprayed on mine. The second comment occurs after have been given a ride "it goes smoothly and quietly, just like a normal car and can keep up with the traffic very well" - what do they expect?

What are its good points? Excellent heater, good ride, good economy (45 mpg city 50 country), reliability - although it is not as simple as most people believe.

There are a few problems: insurance cost is almost as much as for a new CX; effects of headwinds, which is far worse than hills because they tend to be continuous; vulnerability of the flat door panels, as people have become very careless about opening doors against other cars now that most cars have protector strips fitted; poor range despite good mpg, as the tank only holds 20 litres and, allowing a bit of leeway at the top and bottom, you only have about 14-15 usable litres, and lastly, the propensity of the very thin panels to rust (remember a 2CV is about 30 kg lighter than a Mini).

The future? It still has 155 and 160 compressions at 85,000 miles, heads never off, so there is life in the old duck yet.

P.S. this is the same car that was featured in Wheels 25th anniversary issue of May 1978.

(P.P.S. - Russell has a TF - Ed.)



To M. and Mme. Citroen a baby daughter!

CITROEN of France will introduce an entirely new small car soon.

The new model mixes Goddess and 2CV characteristics.

It is based on the small 2CV's steel platform chassis and the engine is a bored-out version of the company's established horizontal twin, which also powers the 2CV.

Bodywork is revolutionary in concept. It has many fibreglass panels and a shape vaguely like that of the revolutionary DS and ID-19. Because Citroen's designers have concentrated on cramming almost unheard of interior space on to a small platform, the new car not only looks bigger than the similarly wheelbased but essentially cheap and utilitarian 2CV economy car, it actually does have far more room.

The engine tried in the original prototypes had two horizontally opposed cylinders, finned for air cooling. The stroke (at 62 mm.) was the same as the 2CV's but the bore was 74 mm. against 66. Developed horsepower worked out around 17.5 gross. The power unit was mounted six inches further forward.

The immediate pre-production version (the 3CV Type AX, as it will be called, has not yet been announced officially) has a bigger engine. Bore and stroke are 74 mm. by 68, giving a 580 c.c. capacity and nearly 20 b.h.p. Top speed should be around 60 m.p.h. against 58 for the early prototype.

The new car is a four/five seater with separate front seats. Pannier-like side panels help to provide extra interior room, but to get good back seat headroom the designers have adopted a styling gimmick pioneered by the Italians and recently adopted by Lincoln—the roofline continues almost level well beyond the normal cut-off point and then kicks back, giving a rear window raked in the same plane as the windscreen. Another advantage of this somewhat revolutionary plan is that it gives cantilever support for the screen, allowing very thin pillars.

The front is modelled directly off the DS series—a low, long bonnet sweeping down between two shapely mudguards and tapering almost to a point.

The AX has exceptional window area. The passengers sit low (thanks to front wheel drive) and the roof is low, but visibility should be excellent. Interior trim is stark in true French small-car fashion, although export markets will probably see a better-equipped version.

Luggage space, again thanks to front wheel drive (no final drive hump) is generous. There is no shelf behind the back seat, but a full-width parcels shelf under the sombre dash takes its place.

The new car does not have air

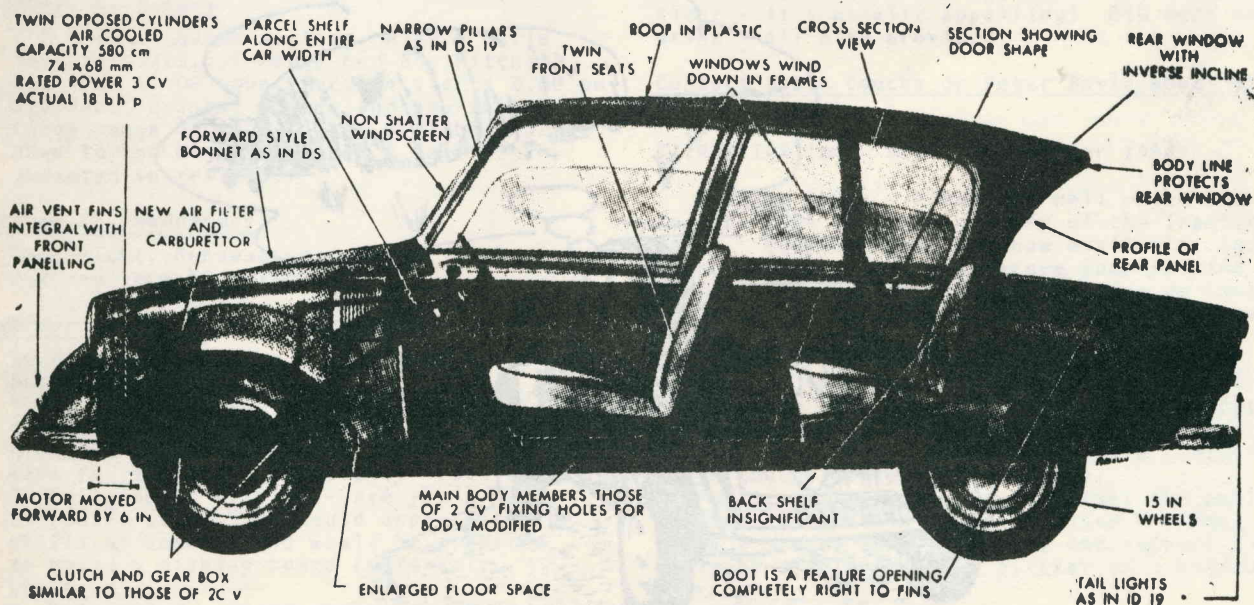
suspension, and gear changing is through an old-style Citroen dashboard lever.

The roof is made of fibreglass, and so are bonnet and boot lids. Citroen explain their use of plastics as a weight-saving measure, but a fibre roof panel should also be a good crash shield. Another advantage is that it requires little bracing to avoid drumming and flexing, so saving space. Some of the early prototypes were made entirely of plastic, but they were rejected because of excessive production and

Altogether the new car should do really well. It pushes its rather crude cousin the 2CV back into the purely rustic sphere for which it was originally designed, allowing Citroen to hold up its head when it speaks of its "economy model" in the same breath as the glamorous DS and ID series. Although it is so small (it is very little longer than the 2CV and much lower) the AX has a grace and individuality that is rare in its field.

One point that is worrying Citroen is the new car's resemblance to the Panhard, which the firm builds also. Some French observers claim that they see the writing on the wall for Panhard in its present form. Others comment that it will have to be a pretty revolutionary design that takes its place! #

This picture shows detail refinements lacking in the Citroen 2CV, which was built as basic transport. However, this model is intended to be a highly desirable baby car.



CITROENELLA

the Adventure Continues...

The Story so far:

Readers of prodigious memory will recall that Citroenella was born as a little silver-grey 2CV in a far-away "Gaulaxy" (played by La Belle France), but early in life, left Krypton (Citroen of Paris) for a more amenable environment, and was brought to a state of independent adulthood in the tender loving care of foster-parents (played by Citroen-UK at Slough).

Last Episode revealed that Citroenella had covered vast distances (inter-gaulactic space?) to establish himself (herself (?) - bit of a sex-role problem here) in the far-away Metropolis of Melbourne. In the Metropolis, Citroenella acquired a faithful and devoted female companion (played by Miss Norine Kirby - "Kirb", and a young male sidekick (played by school-teacher Ian Wilson). We learned of the gallant and daring exploits of this trio, as Citroenella carried them over vast distances, through incredible conditions at breakneck speeds till they stood together gazing in wonder at the huge red rocky asteroid known as Ayers Rock. Female companion, well-versed in journalistic ways, recorded the adventure in ringing verse. And now, breathless friends, Read on... (Readers of lesser memory span should simply refer back to Front Drive 6 (2), September/October, 1982).

The monolithic Ayers Rock, rising 348 metres almost sheer above the flat and harsh desert sand of Central Australia, lit in delicate mauve by the rising sun or brought to an almost unbelievable red at dusk, compels the travellers' attention. Ian wanted to perform the hazardous climb to the top, but Kirb said "Naw, boy, naw!"

The adventurers pushed on along the return leg of the "Raid Rouge Centralien", plugging south through sand, harsh stony creek crossings, wind, rain, mud and flooded streams. Occasionally, "civilised" accommodation was found, as in the opal township of Cocber Pedy or in a rail-ganger's hut. Some running repairs to the clutch in Adelaide, and soon

they were "singing along in overdrive" back to Melbourne.

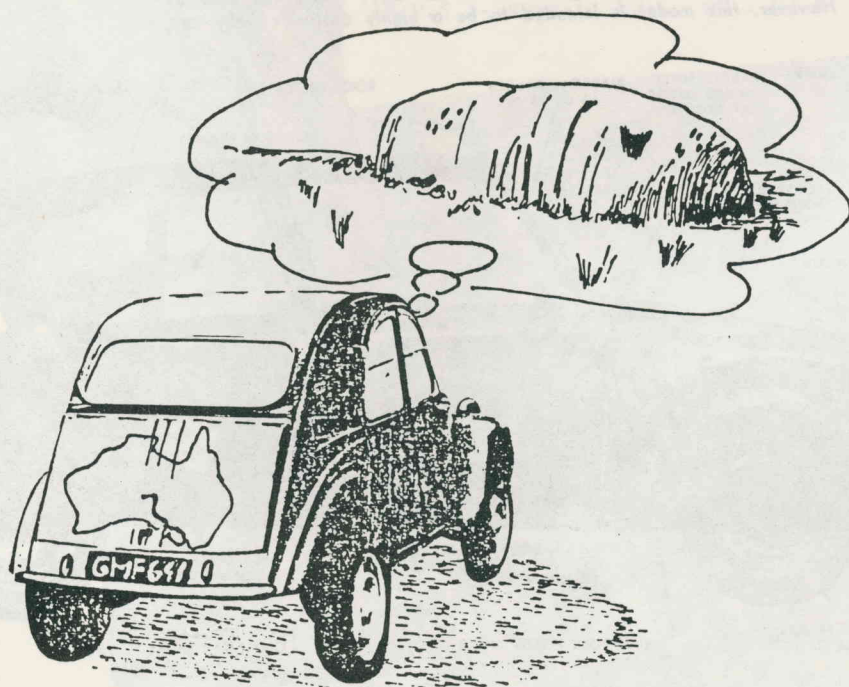
Four thousand miles in 14 days through some of the harshest country in the world. Surely, the stuff of which 2CV legends are made.

.....
Research into the story of Miss Kirby and Citroenella has brought out some further interesting and amusing aspects. Citroenella. Andre Citroen was fond of the pun which could be made of his name (citron= lemon or lime), even to the point of having some of his cars painted lemon yellow. Hence also the well-known Brockbank cartoon ("Citron presse" = lemon squash). Thus one would expect Citroenella to be a play on citron-ella (little lemon?) or on citronella (the insect-repelling plant extract). But, no! It apparently referred to Ella, a favourite aunt of Kirb's.

Dates. The Three-letter G plates started in Victoria in January 1953, and the GMF plates appear to put Citroenella's first registration as early 1956. This is consistent, since we know that Citroenella was one of the last of the small-engined 2CV's (375 cc) sold by Commonwealth Motors in Melbourne, and that Kirb shied away from the more powerful (and hence, to her, more dangerous) bright red vehicles of the new shipment of 425 cc 2CV's.

Kirb's grand-nephew, Barry Poynting, thinks the trip to Ayers Rock was made in Citroenella's first year (May holidays of 1956?). However, the poem written during the trip refers to the murders at Sundown which occurred in December 1957. Curious - a Citroen time-warp, perhaps? Kirb was about 60 when she made the trip - no mean feat in itself.

Kirb and the Birds. Kirb had a fondness for wild things (Vespas and 2CVs?) and for some time had a pet owl named "Wol" (after A.A. Milne) as constant companion. The naturalist, the late Crosby Morrison, reported on his radio show as having met Kirb and Wol going on a train trip together! Kirb's repugnance at the caging of wild birds led her to write another poem, "The Budgerigars", after seeing them in



the wild on her trip to Central Australia. Recollections. Barry Poynting recalls driving Citroenella when he still needed L-plates. He and Kirb used to take twelve hours to go from Melbourne to Colac (approx. 150 km). The normal top speed was about 40 mph, though it would "do 70" down hills. He feels that it had the best stopping power of any car he has had, with its huge in-board brakes and light weight ("stopped on a threepence"). It was excellent around town and quickly reached its top speed. He recalls its cheapness to run (10 shillings a week), the knob to dip the headlights by tilting them, and the odd gear shift. He was so impressed with the Citroen engineering of the 2CV that he went on to owning a "Goddess" - a superb car, though its 1000 mile service cost a week's wages (£20). Citroenella - Where are You? Kirb painted a white map on Citroenella's boot soon after the trip, with the route taken marked in red. She kept the car for three or four years and traded it back to Commonwealth Motors shortly before her death. In a letter dated August, 1961, the Shell Company of Australia acknowledges Kirb's offer of the use of her poems in their publications, in recognition of how well Citroenella performed on Shell petrol. Citroenella was last seen, still with the map on the boot, being driven in Hawthorn about twelve years ago. Where is she now? Could she still go to Ayers Rock through sand, mud and water? Are there still people with the fortitude to drive her there? Could romance be kindled between Citroenella and Dirk Shervo? Will someone write Citroenella III?

Bill Graham.

Acknowledgements:

Information and photographs graciously supplied by Mrs M. Ellery, other reminiscences provided by Mr Barry Poynting and Mrs Marion Russell.



COMING RALLIES.

September 28, Wednesday

General Meeting, Nunawading. Guest Speaker: Ross Ellis, Loctite.

October 16, Sunday

C.C.O.C.A. Spares Auction, Alan & Marie Thomas' place, 36 Hedge End Rd. Mitcham. BBQ from 12.00 noon, Auction starts 2.00 pm BYO food, drinks, spares and yourselves. Large range of Club spares will be knocked down to the highest bidder - sell your unwanted spares too.

October 26, Wednesday

Open Night, Nunawading. Films, including new one from Michelin.

November 12-13, Saturday-Sunday

Bendigo Swap Meeting - Prince of Wales Showgrounds.

* Car Display - would you be prepared to present your car for display at the Showgrounds? A representative range of Club cars is required - especially Tractions.

* Photographic Display - are you a handy carpenter person? We would appreciate the skills of someone who would be prepared to build a display board (materials supplied).

* Volunteers - Stand workers needed - please rush in and volunteer for duty to Robyn Couche or Peter Boyle.

* Saturday Night Social. For those members who are in Bendigo for the Swap Meet, a wind-down barbeque will be held at Ray and June Fitzgerald's after the close of trading - approx. 6.30-7.00 pm. It's recommended that you join us for this prior to your trip back to Melbourne, as it gives the traffic a chance to clear - it's usually appalling! BYO meat and drink - all else provided.

Contact Robyn Couche or Peter Boyle about any of the above.

CITRACTION '84 - Ballarat, Easter 1984.

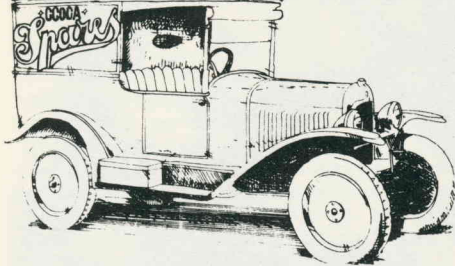
Booking Forms. Plans are well under way for the 1984 50th Anniversary of the Traction Rally. Booking forms are now available, and it is recommended that you secure your booking early. This not only helps planning go smoothly, but helps to ensure that you will be provided with your requirements.

Help is required for the running of the Display of Vehicles at Victoria Park, and for the Popular Vote Concours. If you feel that you are competent to direct traffic and collect and count voting forms, would you please contact Robyn Couche as soon as possible.

Publicity Stickers. Don't forget the publicity sticker included in the last issue of Front Drive - please help publicise and support the Rally by displaying this sticker on a window of your car.

PLEASE NOTE: BOOKINGS FOR CITRACTION '84 CLOSE ON FEBRUARY 15, 1984.

SPARES



SPARES PRICE LIST

Gearbox

Pinion shaft rear bearing 500367	26.80
Output oil seals	4.55

Clutch

Flywheel bearing	4.40
Aux. shaft front bearing (pulley)	3.60

Front Axle

Outer wheel bearing 425654 (17 mm)	16.08
Changeover driveshafts	POA

Rear Axle

Tapered roller bearing (L15/11BL)	8.80
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Brakes

Front brake hose 11BL/11B	16.29
Rear brake hose 11BL/11B	12.55
Rear wheel cylinders 1" (4 cyl.)	40.70

Gaskets

Head 4 cyl.	POA
Rocker cover 4 cyl.	POA
Manifold 4 cyl.	POA
Carburettor 32 PBIC	4.67
35 FPAI	POA
Sump set 4 cyl.	9.24
Exhaust pipe/muffler 6 cyl.	1.00
Timing case 4 cyl.	2.10

Rubber ware

Scuttle vent rubber	14.39
Big boot bottom rubber	5.50
Door seal rubbers (set) L15/11BL	POA
B15/6/11B	POA
Windscreen rubber (Alum. frame) L15/11BL	3.80
B15/6/11B	4.00
Big boot rubber clips (set 12)	POA

Electrical

6 volt brake lamp switch	2.70
12 volt wiper motor mount (exchange)	POA

Cooling system

Radiator hose (pair)	20.34
Water pump overhaul kit (original)	POA
Water pump shaft & rear bush (local)	18.00

Body fittings

Citroen name plates for 11BL	POA
Door rubber bump blocks (set 8)	6.96
(dovetail bumpers)	0.65
Door springs ea.	0.65

POA = Part temporarily out of stock, but on order or about to be ordered.
Prices subject to change without notice, as new stock may cost more.
Prices do not include the cost of postage and packing, if applicable.

SPARES NOTES

HELP REQUIRED FROM TIME TO TIME

From several members or members' wives who could pick up parts for me during the week.

I will arrange all details, including payment, with the supplier beforehand - leg-work only needed.

Please contact David Gries ASAP.

If you find useful sources of spares, new old stock, substitute parts etc., such as fan belts, bearings, seals, rubber ware - please let me know - the Club may well be in a position to purchase these supplies.

Ordering Parts:

- ** Only official parts forms can be used.
- ** Supply sufficient detail of the parts wanted. Be sure to quote details of the car that they are for:
 - model, type, year - quote the whole number on the identification plate to be on the safe side. Photos could be helpful.
 - state the condition of the parts wanted - new, second-hand, reconditioned.
 - say whether you would like the items listed as wants in the next magazine - increase your chances!

Otherwise it is very difficult to work out your exact need, and a lot of unnecessary confusion can be caused!

- ** Let me know if you obtain the part from another source, or otherwise no longer require it.
- ** Sometimes items listed in club stock may have sold out by the time your order is received, and new supplies may have to be obtained. Sometimes extensive searching may have to be carried out, or there may be a delay before a minimum batch size can be ordered - in short, sometimes you may have to wait!
- ** Do not send money with an order; if we sell out we will only have to return it. Also, you will not know the cost of postage and packing in advance.
- ** Do not forget to send your vouchers with the order, however, otherwise you won't get your discount!

I am willing to be contacted by phone any week night between 7 pm and 9 pm or at reasonable times during the weekends. If I am not at home, please leave your name and phone no. and I will return your call as soon as possible. You are welcome to call in at any civilized hour, but you would be wise to phone first - I am out a lot!

David Gries.

CLUB SHOP

Contact:

Robbie Couche
2 Wimborne Crt.
North Bayswater 3153
Ph. 729 7470

Maria Boyle
35 Newman St.
Thornbury 3071
Ph. 480 3560 (A.H.)

All Mail Orders to: P.O. Box 377,
Boronia Vic. 3155.

Windcheaters & T-shirts:

New design - Light 15 - available!
Club design (as on back cover) also available.
*Supply your own windcheater or T-shirt and we
will print your chosen design for \$2.00 per
garment OR
*Order a T-shirt, printed from our stock for
\$6.00
* Limited no. of light grey windcheaters
with new screen design (L15), sizes 14,
16, 18. Cost: \$15.00. Order now!
PLEASE SPECIFY SIZE COLOUR AND DESIGN WHEN
ORDERING.

Windscreen Stickers:

Club Emblem. Cost: \$1.50

Cloth Badges:

Club Emblem in blue on white oval background.
Cost: \$1.75

Lubrication Charts:

High quality reprint of original Traction
"Oil and Grease" chart. Cost: \$1.00

CLASSIFIEDS

The C.C.C.Q wishes to advise anyone who
missed out on a "D-Frog" T-shirt at Camden
that they now have new stock available at
\$6 plus \$1.20 postage and packing. Just
write to the Secretary, C.C.C.Q, P.O. Box
167, Spring Hill Q 4000.

FOR SALE: 1962 Safari Wagon. Small amount
of rust only. No motor or gearbox. Won't
lighten your wallet too much at \$25 donation
to Citraction. Contact Peter Boyle, 35
Newman St. Thornbury 3071. Ph. (03) 480 3560.

FOR SALE: 1956 11D L15. Immaculate condition,
54,000 miles. Twice winner of CCCNSW Concours
Comes with two spare radiator grilles and two
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contact Michael Bidencope, Ph. (067) 66 4082.

New members.

WELCOME TO NEW (AND REJOINING) MEMBERS:

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Mordialloc 3195

Shane Correa 1935 7A
79 Wilson St.
Wodonga 3690

Robert Goodall
MS 354 Nerang Rd.
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Keith Greer 1954 B15
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Michael & Peta Hose L15, 11B, F9, ID19
30 Longman St.
Richardson A.C.T. 2905

Pamphlet Boxes:

These will hold all Front Drive issues pub-
lished to date, with room for more, or about
two years of almost any other A4/quarto sized
magazine. Available in:

- Black cloth binding, library quality,
28 cm x 8 cm x 23 cm. Cost: \$4.95
- Cardboard "Foldaway" 23 cm x 8 cm x 23 cm.
Cost: \$2.50.

Both can be supplied with free Front Drive
spine label, or plain.

Metal Grille Badges:

New stock available now! Club badge in blue
and white. Cost: \$12

Front Drive Back Issues:

Cost: \$1.00 ea. If issue requested is out
of print, a good photocopy will be supplied.

Models:

Currently available - 1/75 Tomica H-van \$2.50
Coming soon - 1/43 Polistil Dyane
- 1/43 Pilen SM
- Heller plastic kits - Trefle,
Big 6, CX, 2CV etc.

Occasionally available - 1/75 Majorette -
Dyanes & Acadianes, various
liveries - \$1.75 ea.

Lapel Badges:

Coming soon!! Design will be similar to the
old double chevron Citroen badge. Cost:
approx. \$3.00.

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Please use this address for all
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Leigh Owen
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