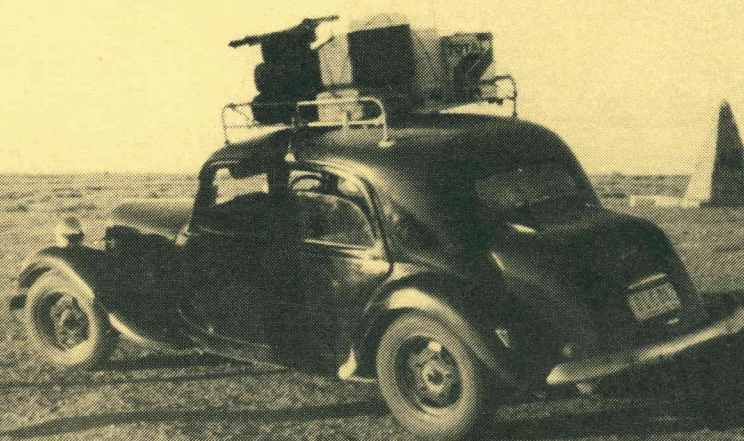


WINTER ISSUE

VOLUME 15 (2)

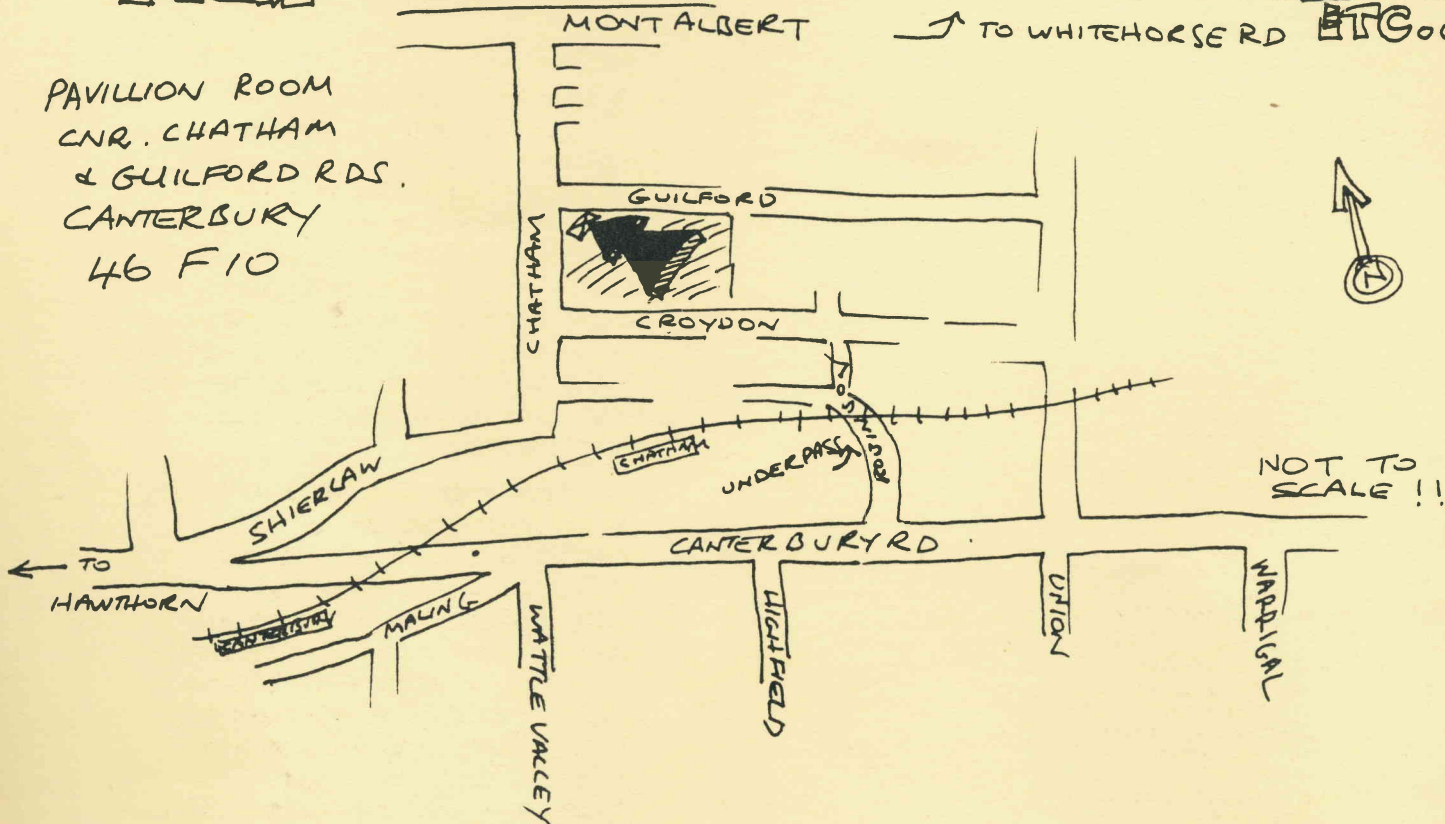
1991



NEW MEETING PLACE

NOV-JAN
- FEB-MAR
ETC 00

PAVILLION ROOM
CNR. CHATHAM
& GUILFORD RDS.
CANTERBURY
46 F10



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CCOCA MEMBERSHIP:

Annual Membership	\$30.00
Associate	\$30.00
Partner/Spouse	\$nil

Overseas Postage Rate :
(airmail) add \$9.00

Meetings:

Every Forth Wednesday of the
month except December.
Location: Canterbury Sports
Ground Pavilion Room.
cnr. Chatham and Guildford Rd.
Canterbury (Melways 46 F/10)

The views expressed in this publication
are not necessarily those of the CCOCA
Club or its Committee.

Greetings!

I nearly overcome with emotion at the thought of winter nearly being over. Rain, rain and more rain. Still I see it hasn't stopped the foolhardy from going out and rallying themselves to tiny little frozen pieces. Some even attempted to 'gnaw some sort of animal meat in a certain restaurant and then had the gall to attempt it again at Daylesford.

Thanks to Iain Mackerris for his considerations of the successful Austraction '91. For those of us who wondered what ever happened to Ron Lawrence and Hayden Chapman when they wrote of their adventure to Qld in '1990 - yes they returned and have since returned another epic - see 'Desert Storm' in this issue (in two parts which to his word, Ron will produce or his tiny little test tube will be roasted over a flame.)

Had one of wierd experiences the other day. Got off the tram on the way home and waltzed in to a second hand bookshop. I thought to myself : something on Citroen ! I marched up to a pile of magazines and pulled out one ffrom the middle - YES! Can you believe a Traction on the front and a feature article as well!!!! I wet my pants and stared hard outside as expected to see some-one calling me over to hand me the keys to a cabriolet sigh !!

Dylan Webb

PRESIDENT'S REPORT

My call for members to attend more activities appears to be working - please keep up the good work.

Activities enjoyed since our last Mag include

- * All French Day
- * Winery/ BBQ at Seymour(A special thanks to David and family)
- * Daylesford Weekend
- * Jack Weaver's Technical Night
- * Peter Fitz's Tibetan Restaurant night (Epoustouflant!)
- * July General Meeting

As for the Crosses- the first lady and I missed Seymour due to running a Big End in the Big 6 just at the top of Pretty Sally hill (a rebuild has started) We managed to enjoy the Daylesford run thanks to the use of Robin Smith's white L.15 - a very sweet car indeed. The Technical Night was fantastic. Video and notes will be prepared for the Library.

The Committee has appointed Jack Weaver as a life member to CCOCA Inc in appreciation of his invaluable assistance. Jack has indicated further technical info to come so we will all benefit from his involvement.

Although it's now winter in Melbourne, consult your magazine for future events - the next few months are packed full of enticing events to tempt all tastes.

regards,
Ted Cross



COMING EVENTS

- MAY 22 CCOCA MEETING
Armchair Observation run to be held at the Canterbury club rooms
Prizes and Supper provided.
\$2 entry per team.
- JUN 8 & JUN 9 VDC Spectacular Swap Meet
Friday evening and Saturday
Melbourne Showgrounds
- JUN 8-10 VOYAGE CITROEN
Austraction 1991, Daylesford
- JUN 26 CCOCA MEETING
TECHNIQUE CITROEN
A talk by Jack Weaver on
Strengthening and overhauling the
traction gearbox, and tales of
his racing experiences with
Citroens.
- JUL 12 CUISINE CITROEN
Note change of date
Tibetan Restaurant night \$18
per head for a full banquet BYO
Tibet Himalaya Restaurant
8-10 Glen Eira Ave
Ripponlea
(opposite the Ripponlea
Railway station)
Booking Phone Peter (03) 5284549
by Friday 5th July
- JUL 14 BASTILLE DAY
- JUL 24 CCOCA MEETING
- AUG 28 CCOCA MEETING
TECHNIQUE CITROEN
Respray your car professional
for \$700. Talk by Thermotek
- SEP 12 CUISINE CITROEN
President's dinner at a french
restaurant. Venue to be confirmed
- SEP 25 CCOCA MEETING
- OCT 13 VOYAGE CITROEN
Historic Transport in the Hills
pre 1962. Location at Puffing
Billy and throughout the
Dandenongs just outside Melbourne..
- LATE OCT VOYAGE CITROEN
CCOCA and CCCV combined concourse
Date to be confirmed.
- OCT 23 CCOCA MEETING
TECHNIQUE CITROEN
Talk by UTI Chemicals on Feronite
Rusty Metal Primer inc. demonst-
ration.
- NOV 9-10 VOYAGE CITROEN
Bendigo Swap meeting
- NOV 15 CUISINE CITROEN
Turkish Restaurant Night
- NOV 22 CCOCA MEETING
(last for 1991)
- DEC 8 CHRISTMAS CITROEN
CCOCA Christmas BBQ Lunch
and spare parts auction
- JAN 92 Australia day Display of Veteran
and Vintage cars in the Alexandra
Gardens in Melbourne
- EASTER National Citroen Rally - Canberra.

Corrigenda:

August 18th..CHACA Swap Meeting at Footscray
FRuit and Vegetable Market .

October 20th All Makes Swap Meeting
See A'Traction for further
information



PAST RALLIES

RECENT EVENTS

Seymour trip to Chateau Tablik and Haywards Wineries.

Around 20 people headed up the Hume Highway on an absolutely glorious day. Ted cross and family soon after made a 'Glorious' departure in the form of engine problems in his Big 6. Undaunted we soldiered on regardless and oblivious to the dramas behind.

First stop was Chateau Tablik for a rather pleasant tasting to get the day under way. We then headed across to Hayward's Winery for lunch. This winery is owned by Traction owner and long time member of CCOCA, David Hayward. David's parents were on hand to help, and throw lashings of good ol' hospitality around. Full marks go to their reds... nothing like a real full bodied red... remember those? Club shop is currently talking to Haywards in the view of producing a 'CCOCA RED' for our members to purchase.

MEANWHILE ELSEWHERE IN VICTORIA

The annual all french day was also basking in beautiful Spring weather. A strong showing of 'Citroen Perfection' carried the chevron to show how real cars were designed. Next year the Citroen Clubs will be hosting this event. So Pencil that one for next year

AUSTRACTION '91 DAYLESFORD

A report is included in this issue, but I would like to thank all the people who pitched in to make the event such a great success.

JUNE 26- JACK WEAVER NIGHT AT CCOCA MEETING

Yet another real highlight in our club's year. Thank you Jack for a most entertaining and informative meeting. CCOCA had the largest turnout for a meeting in years. The event was caught on video, and will soon be available to members who wish to see it for the first time or for those who wish to go through it again

JULY 12 -HIMALAYA TIBET RESTAURANT

To celebrate the 60th Anniversary of the 'Yellow Cruise' from Beirut to Peking through the Himalayas, we held a dinner at the Himalay Tibet Restaurant. Around 20 people enjoyed a new culinary experience, and had a lot of fun to boot.

DON'T FORGET the next Cuisine Citroen on September 12 for the Presidents Dinner at a French Restaurant. Venue to be announced in the next A'Tractions.

COMING RALLIES

TOUR DE TASSIE UPDATE

Due to the overwhelming response to the request for interest in a proposed Drive Tasmania, we

TOUR DE TASSIE UPDATE

Due to the overwhelming response to the request for interest in a proposed drive around Tasmania, we have taken it further down the track, by enlisting the help of the Tasmanian Travel Centre in putting together a suggested itinerary

PROPOSED DATE:- FEBRUARY 1993

There are two reasons for choosing that time of the year. Firstly, the weather is at it's best in Tasmania then. Secondly, it is the cheapest, by far, period to travel to and around Tasmania, with the exception of the dead of winter, when it is very cold. Sorry about the lack of school holidays by the cost difference is just to great.

The trip will be a leisurely drive style holiday with plenty of activities from bushwalking to trout fishing, cruising on the magnificent Gordon River, fluttering in Casinos, or discovering our convict past.

Vehicles will be limited to Tractions and 2CVs, and the roads are of sufficient quality so a Vintage Citroen will be fine. We will meet up with our Tassie Citroen enthusiasts to swap stories and experiences over a lemonade or two.

I T I N E R E R Y

(Please refer to map)

Fri 6.00pm Abel Tasman departs Station Pier, Port Melbourne for Devonport. Loading vehicles will commence at 4.30pm

Sat 8.30am Arrive Devonport. Spend morning sight seeing or provision gathering for the trip. Then drive up to the famous Cradle Mountain Resort. We will stay for 2 nights in log cabins.

Monday Drive down to Strahan and Stay at the Gordon Gateway Chalet.

Tuesday 9.00 am departure on a 4½ hr trip up the Gordon River. After the cruise we depart for Queenstown and stay at the Westcoaster Motor Inn.

Wednesday Depart for Hobart and the Northside Manor in the centre of Hobart for a 2 night stay. This will give us the chance to soak up the sights and visit Port Arthur.

Friday Depart for Launceston via Ross and spent 2 night in the penny Royal Complex.

Sunday Depart 6.30pm on the Abel Tasman from Devonport to Melbourne

Monday Arrive 8.30 Melbourne.

DURATION - 9 days 10 nights

APPROXIMATE COSTS

Package includes:- Return travel on the Abel Tasman (2 nights) 8 nights accommodation in Tasmania (some nights have self catering facilities for the budget conscious), and the Attration Pass option 1 (which pays for the Gordon river Cruise, and entry to all the attractions visited in Tasmania.

Costs vary because of the variety of accomadation levels available on the Abel Tasman

Adult fare quoted (return), Children's costs would be around \$200 per child cheaper.

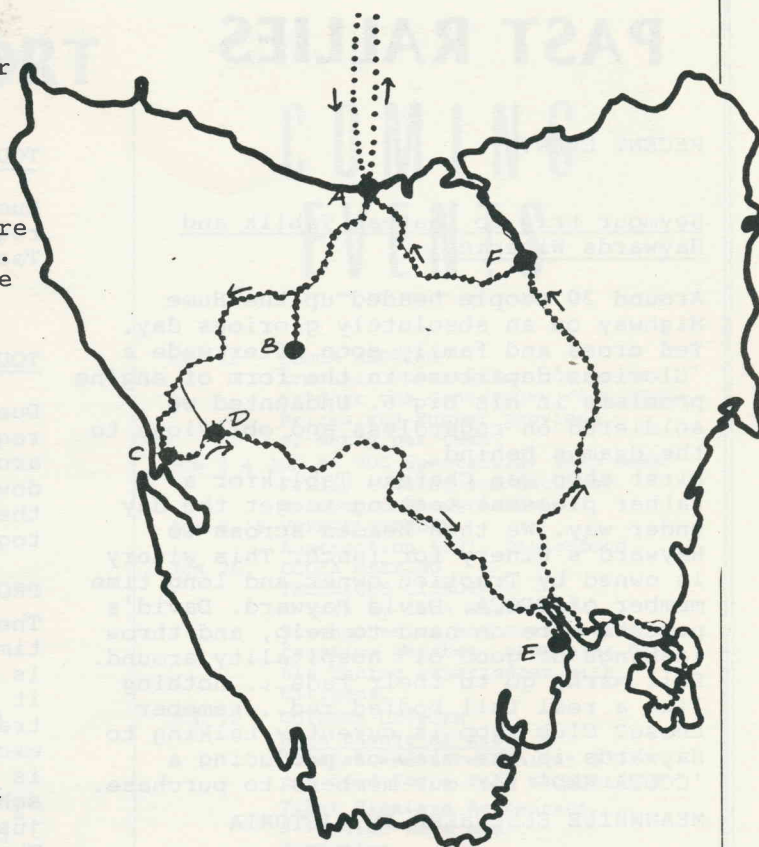
LOWEST COST... ..\$640 per adult (budget acc. on Abel Tasman)

HIGHEST COST.....\$1100 per adult (1st class acc. on Abel Tasman)

COST OF TRANSPORTATION OF CARS
(return, extra onprices above)

Tractions.....\$310 per car

2CVs.....\$260 per car



A- DEVONPORT
B-CRADLE MT. RESORT (2 NIGHTS)
C-STRAHAN
D-QUEENSTOWN
E-HOBART (2 NIGHTS)
F-LAUNCESTON (2 NIGHTS)

*All prices are approximate and are subject to variation as the 1993 prices have not been released. In quoting these prices we have allowed for an estimated increase for 1993.

*Prices do not include meals, petrol or Spending money

*A rally fee of around \$30 Per Adult and \$20 a child is invisioned to pay for costs and club supplied activies.

*The shortest drive per day will be around ½ hour, the longest drive will be around 3 hours

*All driving will be on made roads.

ALL MEMBERS INTERESTED IN PARTICIPATING PLEASE CONTACT PETER FITZGERALD ON 528 4549 OR THROUGH THE CLUB'S POST BOX TO CONFIRM THEIR INTEREST, THE TYPE OF VEHICLE THEY INTEND TO TAKE, NUMBER OF PEOPLE, HOW MANY CHILDREN AND THEIR AGES IN FEB 1993. COMMENTS AND FEEDBACK WOULD BE MOST APPRECIATED, AS WOULD VOLUNTEERS TO FORM A RALLY COMMITTEE TO GET THE ORGANIZATION UP AND RUNNING.



AUSTRACTION 91

The first thought I had on the trip to Daylesford was : Is there going to be a great reunion of all these Citroenophiles at a particularly charming spot in the Central Highlands of Victoria (Spa country !!)? Maybe I could be wrong.

Of course, driving the Dyane 6 in the pouring rain with a 'dicky' windscreen wiper and I might add NO HEATER one could be wrong.

On arrival it was gratifying to discover that Step 1 of the weekend was to find the caravan in which Fitzgerald (Peter to those who don't know him - that can't be many) had planted himself for the registrations. What he had done was to make sure his cabin (ours as it turned out) was the the one to which no roads actually led. However, we did manage to find it despite the fact that Leigh has no directional sense, because the offer of a Steak and Stout was too good to ignore - particularly as I was paying for it. (I told you the nose was representative)

So off to the local pub in Daylesford which boasted above all else " an enormous gas heater". The reunion started almost immediately with Peter, John Couche and Mike Neil being of like mind having headed for the same pub soon after. Rolf Breyer arrived and joined us for a short time before heading back to the cabin where Jan Rice and daughter Jessica had been ably looking after the registrations.

Back at the cabin, after all the shouting had died down, we worked out who was sleeping where - in a cabin with five adults and one ten year old that's not at all difficult : anywhere you can.

Next morning was an experience!! Everyone had started to arrive and there was much hand shaking and general commotion as we caught up with our interstate friends, some of whom we had seen since the Goolwa National Rally at Easter and some not since

Austraction '90 at Echuca.

The very best thing about car club events has got to be the people.

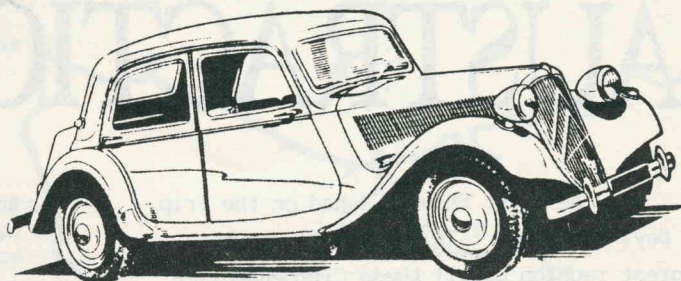
First item on the agenda after mass showering and Mothers looking for children, or at least Helen, wife of President Ted Cross and mother of the brood looking for children - anyone's children- was the obligatory Photo line up. This was the occasion when all those smart arses who washed their cars before they left home and managed to keep them clean get to show them off.

And what a line up it was too. 15 Traction in all (16 if you count Warren Seidel's radio controlled version) the 2CV of Peter Fitzgerald, Leigh's brilliant yellow Dyane 6, Phil Wards Ami 6 (left hand drive), and Wendy Paas's Dyane 6 from Qld. Rather an average looking blue thing - only kidding, Wendy. Leigh was getting used to having the only one that went on club outings. Added to this , Rolf, Jan and Jessica came over from S.A. in their GS wagon as did Bob and Gay in their GS sedan, the Wards also brought over a CX as did Keith and June James from Maitland NSW. David Gries and son Morgan arrived in the D Special.

Now who had those Traction things? From NSW came Steve Weddell, Tom and Helen Campbell and from ACT was Rod Greschke and Barbara Osborn (I want to steal his car -ed) and the Seidels from Bairnedale as was Mel Carey and Colleen and son. (bit of GOSS: did you know that Colleen is about to become the new Mrs Carey as she had been before and they are about to become grandparents - must have married at the age of 12) Sorry, back to the Traction.

Warnambool sent its representative in the form of Andrew Begelhole and from Melbourne came Robbie Stockfeld, Graham Bradshaw, Peter and Hazel Hore, Peter and Ann Simmenauer, Robin and Sue Smith, Ted and Helen Cross, Ron Lawrence and Hayden Chapman

DAYLESFORD VICTORIA 8TH 10TH JUNE 1991



the Hawkes and the Abbotts. Bill Graham and John Couche came the non Citroen way and not forgetting the 'bath towel' boy himself, Stuart Pekin who flew over from Perth just to join in the fun. Last but not least was Mike Neil in an ALFA!! I appear to have left two Traction out and I must apologise for this oversight as at this stage its part mempry and part guess work (more wine perhaps? -ed)

After the photo lineup everyone had to rush over to see Arkwright, otherwise known as Leigh Miles, and his club shop to see what specials he had for the weekend. Then it was the OBS run for some and to lunch for the pikers. It was curious to note that one of the request as part of the observation run was to return with choclates for the marshals - Leigh and myself - and Leigh was selling TOBLERONE at Club Shop. HMMMMM

All participants in the OBS run left without too much of a problem but Peter Simmenauer's parting comment to Leigh was that someone with the air of such spurious kindness perhaps should not be waving people off on such a difficult run ,was to say the least, curious.

We waited till all the entrants had returned because that is when they were given Stage 2 : crank start the cars. Graham Bradshaw was first to attempt this feat - without success. Warren Seidel started his by jacking up the front of his car and spinning the wheel - very impressive. But along came Tom Campbell who put in the crank; turned the handle: pure magic! Graham, Warren and Tom were the only ones to attempt the ignition start - rather non ignition start.

Our first night of social activity was held at the local Masonic Hall catered by Peter's company FITTING EVENTS. The general atmosphere was great as for the first

time everyone was together. The food Peter had organised was siutable for the occassion (those who know Mr. Fitz. were heard to exclaim: Not Mongolian Lamb AGAIN) It could not be described as a heavy meal - well not until desert was served. I could not resist that. Mr. Fitz. is so judgemental of everyones culniary efforts I can't miss an opportunity of getting one back. Anyone who has ever organised such an event will realise that Peter really did achieve quite a success.

During the evening, Tom Campbell told us he had to leave next morning and so would not be there for the official dinner next night. As he was the onlyperson who managed to crank start a Traction we decided that at least he deserved a bottle of Champagne to see himself and Helen off and all the best fo the trip home.

Sunday was as they say in the tour brochures a 'free day'. A group of us were meeting for lunch but not before we did the antique shops in town. Many of the OBS run participants said they were going to use the run sheets again to seen the area at their leisure. Most decided to give the cemetery a miss after having spent quite some time there on Saturday - in the rain) Everywhere we went that morning there were our fellow Citroenophiles. The town was full of us!

After lunch in one of those trendy little cafes where they can't cope with more than four people at once, we decided not to wait around for coffee and head off for Castlemaine. Unknown to all but the culprits, someone had bought Wendy Paas's Dyane an exhaust whistle - it was whisltng a happy tune all the way down the road.

from Daylesford

SPRUNG!

Cruise controls

"celebrant"
& happy couple.

MARSHALL!



At Castlemaine we had a wander around and had our coffee in a shop that served the mossssssst delicious cakes. After confusing everyone within earshot over the bill, we conveyed back to Daylesford in time to get the glad rags on for the big dinner at the Springs' Hotel - Daylesford's Windsor.

The idea was to meet half an hour before for predinner drunks in the dining room of the hotel. It was very pleasant but the informality of the previous evening - not quite as much fun. Everyone did enjoy themselves. This was the "Oscar" evening so it was bound to be a bit amusing.

Helen Cross organised a colour competition for the children - you would never guess she's married to a Bank Manager and for nearly 20 years (phone them on the 11th of September around 4am should do -ed) With each prize for the children they were all told how wonderful they had been - except the Cross children who we were informed had not been so wonderful.

The Hard Luck Award was won by Rod Greschke who despite having to push start his Traction through the OBS run still managed to finish. Mind you at one stage the ever present David Gries just happened along to assist with a few running repairs in the form of a new battery. I think David must have radar.

The Longest Distance Travelled Award went to Wendy Paas who drove her new Dyane down from Brisbane and for some sort of penance made Lance Collins come with her. In her charming acceptance speech she thanked everyone (she's a bit like that) and told us that the biggest hurdle driving down was keeping Lance out of the driver's seat. Lance (I only drive real cars) Collins?

The OBS run went to the Seidels and even without his clever starting technique was still way ahead of anyone else and he didn't cheat or complain (he's a sick man -ed)

The Most Popular Car became the President's Choice. Not that he pulled rank or anything like that. No one argued with Ted's choice of Stewve Weddell's Traction. Come on the first year Steve had the car he didn't even take it out in the rain. He deserves it for knowing whether its going to rain or not.

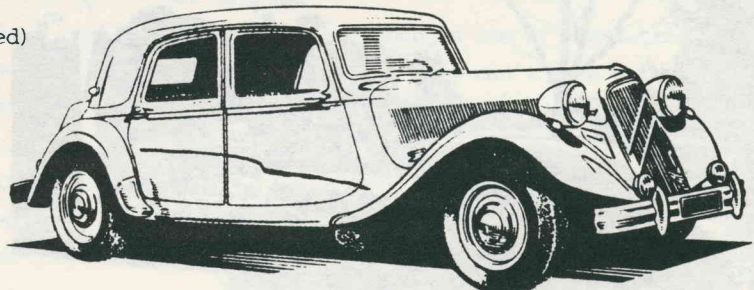
Following the awards we drew our raff-
le for a rather neat Dinkv Toy black Big 6 which was won by a local Traction owner who joined the festivities of the day after having read about it in the local paper. It was then back to some semi-serious drinking and a lot more chatting before heading back to the caravan park,

As we left the Hotel, the word was out again that we should keep an eye on, well yes your right again, Wendy's Dyane. There on the exhaust pipe was a perfectly harmless black balloon fastened with a hose clip. Wendy started the car and that balloon just grew and grew. It's a wonder the little thing didn't float away with it. It just went bang - the biggest, Wendy said, she'd had in a long time. I don't understand.

The last day is always an early start particularly for those with a long distance to travel. In this case the Champagne and Chicken Breakfast was sponsored by the Club Shop. Leigh felt that so many people had supported the Club Shop during the year that he wanted to give something substantial back in return for the members. Its great to think all those models, tee shirts, repair manuals, glasses and Toblerone you buy really do benefit the club - us that is.

Of course no Club Rally would be complete without Peter and Leigh's SNAC AWARDS to end the weekend.

The Good Samaritan Award went to David Gries of course for once again coming to the aid of a fellow devotee.



*President's Popular Car
-Steve Wedell.*

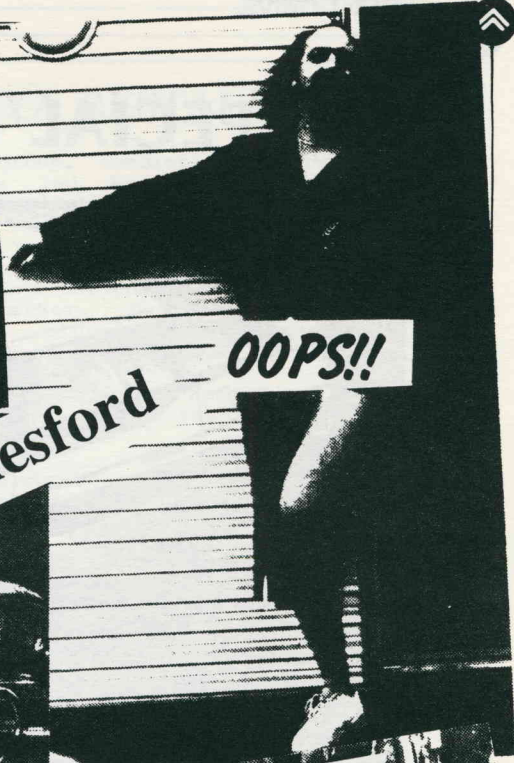
FRONT DRIVE



*1964
AM16
-Phil Ward
(SA).*



Daylesford **OOPS!!**



The Recycled Bride Award went to Colleen soon become Carey. Everyone wished the pair of silly buggers all the best for the future. Silly because when you see them together you wonder why they parted in the first place. The Tacky Dresser Award went to our treasurer for her coat which looked like a recycled sleeping bag.

The Fund Raiser Effort Award went to Barbie Osborn who "encouraged" so many people to buy raffle tickets at the dinner on Saturday night.

On the Whole I'd Rather Be In Philadelphia Award went to Jan Rice for once again suffering a Citroen weekend.

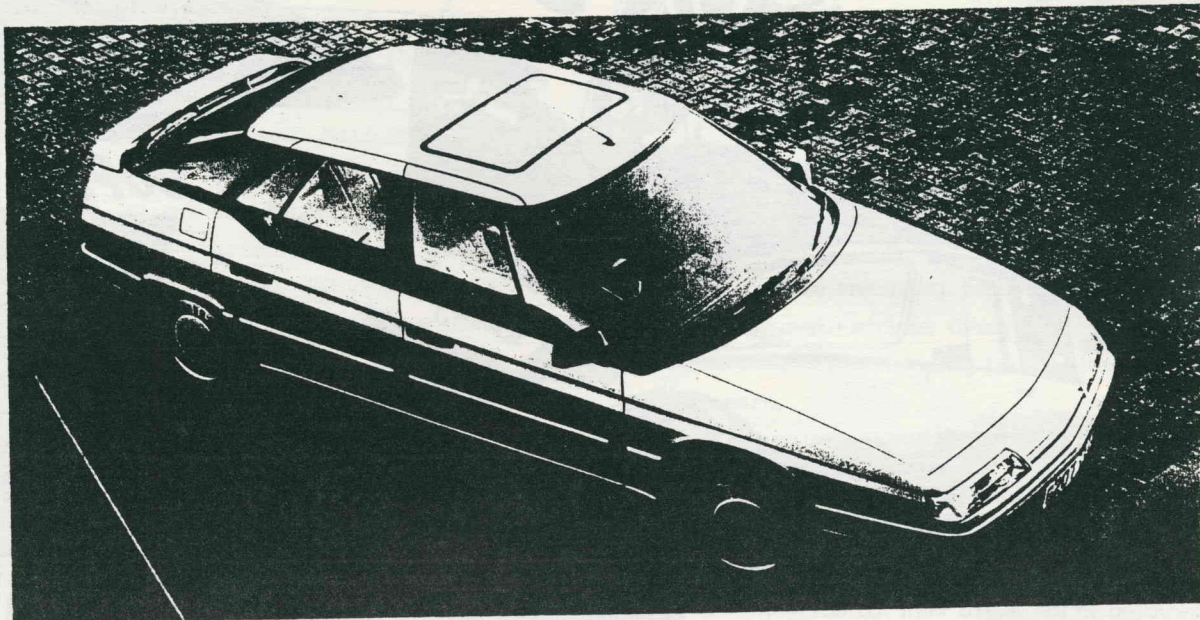
The Mother Hen Award went to Helen Cross, who else. Our lasting memory of Helen was after dinner on Sunday night. A few of us chaps were having a quiet.....well a little drink anyway when stuck her head through the flap in the van. "Have you seen Ted" she cried. The children were all in bed so she had to go looking for someone.

We all love you, Helen.

What with the awards all over, the chicken and champagne consumed, children collected, many farewells and promises made to see each other soon; travel the length and breadth of the country etc. etc. to the cry of "SEE YOU IN CANBERRA, EASTER '1992" our wonderful Austraction '91 was over and so was our weekend with some very nice people.



SPECIAL INTEREST CITROËNS



Road Test

CITROËN XM TURBO DIESEL

Voted 'Towcar of the Year' and 'European Car of the Year 1990' Ray Potter has been putting the XM turbo diesel through its paces.

Citroën strongly believe in the future of the diesel engine with new developments producing even cleaner and more efficient units as improvements are made to electronic injection, gas recirculation and turbocharging. In the passenger car field, they are already leaders with their small engined AX and BX models, and now Citroën feel they have produced the ultimate combination of luxury and high performance within a context of genuine environmental concern in the shape of the XM Turbo Diesel SED, the subject of our road test.

But will British buyers pay the relatively high price for a luxury car like the XM, and still accept the inevitable noise that accompanies a 4-cylinder diesel engine? Latest technology on this turbo version gives the XM a most impressive performance with exceptionally good fuel consumption, plus the reduced pollution advantages of diesel fuel. With natural 'lean burn' efficiency, and

producing some 30 percent less 'global warming' carbon dioxide and hardly any carbon monoxide, it is not surprising that Citroën have incorporated this environmentally friendly power source with their top-of-the-range car.

Despite the refinements of this latest 2088cc, 110 bhp engine sporting three valves per cylinder, I was continually aware that the XM SED was diesel powered until it reached the higher cruising speeds, and then the engine becomes relatively quiet. It has a long-legged feel, 70 mph for example, is a leisurely 2,600 rpm but in terms of performance, the XMD proved to be very lively.

The comparatively low first gear and diesel power makes the XM SED an ideal tow car, and indeed, it has already picked up a Towcar of the Year award for the best diesel car. I took the opportunity to put it to the test, complete with a Bailey Scorpio caravan hitched up. The good torque, enhanced by the turbo produced good results with little loss in performance despite the considerable extra weight being pulled along. It was exceptionally stable with minimal backlash or shunt under braking and accelerating. It did pay to keep the revs reasonably well up for a brisk performance. At the legal limit of 60 mph, motorway and dual-carriageway cruising showed a relaxed 2,100 rpm.

The soft black leather upholstery of the SED added to the sumptuous luxury of this XM. The front seats are wide and generous, and have electric adjustment. The windows are all power operated of course, as are the door mirrors and the tilt/slide sunroof; no longer an extra cost on the XM. Air conditioning, anti-theft central locking and an exceptional 6-speaker stereo are all standard equipment on this top XM.

Driver comfort is superb, with good body support and the typical Citroën single-spoke

steering wheel allows good visibility of the main instrument panel. This is now agreeably 'normal', unlike early Citroëns', with most minor switches at finger-tip reach. The warning lights and visual checks appear at eye level but do not distract, a push-button on the end of one stalk providing much information from the on-board computer.

Ride comfort is a strong feature of the XM. The car seems to float over most surfaces in total silence although the pneumatic suspension tightens up for bad surfaces and pot-holes and the automatic ride-height adjustment keeps the car at a constant level regardless of the number of passengers or luggage weight, or as in the case of part of my road test, when it is towing.

The extremely powerful disc brakes are sensitive to the touch, giving great confidence in stopping safely. I have a pet hate for the foot operated 'parking' brake and I found it particularly irritating when towing and starting on gradients. The hydraulically assisted power steering also takes a little getting used to, but once mastered, the XM can be hurried around corners with perfect control. Its high gearing — just three turns from lock-to-lock means little wheel twiddling, and its tight turning circle and lightness at low speeds makes the XM an easy car for town use too. ■

Engine: 2.1 litre. 4 cylinder, turbocharged diesel, 110

bhp; **Transmission:** 5-speed manual; **Power:** 110 bhp

at 4,300 rpm; **Max speed:** 119 mph; **0-60 mph:** 10.5

secs; **Fuel (urban):** 31.7 mpg; **Fuel (75 mph):** 42.8

mpg; **Dimensions:** Length 185.3 ins; width 70.6 ins;

height 55 ins; **Insurance rating:** 7; **Price:** £21,850.

PAST RALLIES

WELCOME TO THE TIBET HIMALAYA RESTAURANT

We are here to celebrate the 60th Anniversary of the Yellow Cruise of 1931. C4 and C6 Citroen Halftracks which, divided into two groups - the "China Group" and the "Pamir Group" - crossed Asia on the Yellow Cruise. Seven 'C6' Halftracks left for Peking on the 6th of April 1931 to meet seven 'C4' Halftracks that had themselves left Beirut on the 4th of April.

The two groups joined at Aksu on the 8th of October and set off on the route to Peking, at which the entire caravan arrived on the 12th of April 1932. The journey represented more than 12,000 kilometres including, amongst others, the crossing of the Pamir Plateau in the Himalayas at a height of 4,000 metres.

The 'China' group, driving the 'C6's', and lead by Lt. Victor Point, consisted of eighteen people amongst whom were R'P' Teilhard de Chardin and the nephew of Adolphe Kégresse.

The Pamir group, consisting of twenty four people, was led by Georges-Marie Haardt, assisted by Louis Audouin-Dubreuil.

This journey was more than a proof of Citroen's durability under extreme conditions. It had an immense international effect on everybody's plans (whether political, diplomatic, archeologic, ethnologic, geographical or geological).

On the return journey to Hong Kong, after the successful completion of the raid, Haardt died of Yellow Fever.

So let's celebrate the pioneering spirit of these adventurers on the 60th Anniversary of the Yellow Raid.

A 'T' shirt design has been released to celebrate this Citroen milestone and is available from Club Shop.

Yakety-yak in Tibet

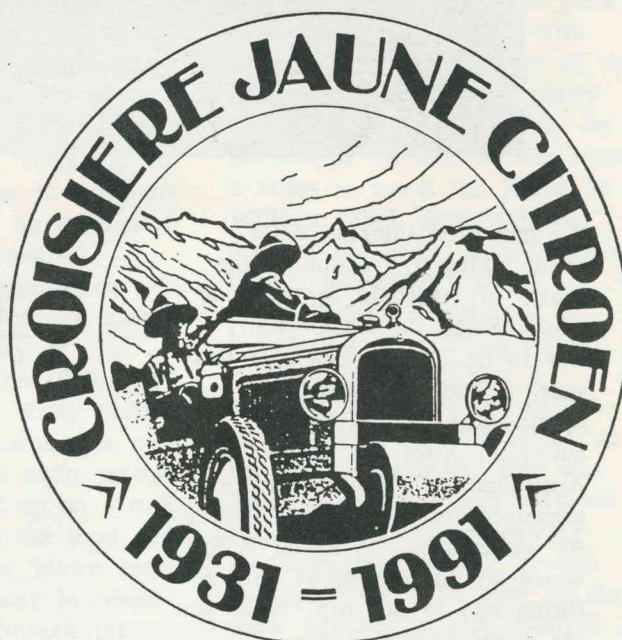
Significantly just before Bastille Day (July 14), a score or so of CCOCA types and friends went to celebrate at the Tibet Himalaya Restaurant in Elsternwick. Organiser Peter Fitzgerald managed ingeniously to tie the occasion to the 60th anniversary of Citroen's Yellow Cruise in 1931, when two teams of C4F and C6F half-tracks forged a road link between Beirut and Beijing - a remarkable feat indeed. It little diminished the achievement that the piece of traverse between Gilgit in northern Pakistan and Aksou in western China was off-loaded onto ponies, yaks and camels, and even this non-Citroen element may be said to have been represented at our evening! Tasty and pleasantly spiced Tibetan and Nepalese dishes - and don't forget the celebratory

Yellow Cruise T-shirts now available from Club Shop.

One of the most eye-catching Tractions at Daylesford was not even a "real" one - it

was a **one-eighth scale 15-Six** moulded in fibre-glass off a Heller kit by Warren Seidel. Radio controlled with Jet Hopper works, it impressed the adults no end and really wowed the kids.

Head-banger: Young Tim Cross, soon to go "O/S" in his guise of "Nightingale of the North", and sometime reporter of tales to these pages, tumbled out of his bunk at Daylesford and came head-to-head with his mum below. Accepting young Tim as a singing star, Helen saw more stars than she had counted on, and certainly more than she wanted.



It-could-have-been-worse department: One of our members arrived at Daylesford to find that his weekend-away with his wife was going to be shared with three males instead of having their own exclusive caravan to themselves. Given that he had just driven his Citroen at 50 mph for the last 12 hours or so from Sydney, a little terseness in the face of the situation was understandable. But all ended well when comfortable accommodation was found for the couple in the town - and imagine the widespread mourning had they been there a few days earlier. The falling tree branch which rendered their intended van unusable could well have made most regrettable dents in the roof of their splendid Traction Avant.

W.G.



We had been thinking a lot about taking a Traction to the centre of Australia for quite a while. Since the Easter Rally was to be held in Adelaide this year, it was the perfect opportunity to fulfil this ambition. Also, the South Australian All French Day was organised for the end of April (~3 weeks after the Easter Rally) which would provide us with a fitting end to our trip. What you are about to read is the unabridged version of what happened on our journey. Only the names and events have been changed to incriminate the innocent!

On Good Friday Morning(5.00am) we wheeled the Traction out of the garage, changed the oil, gave it a grease and confidently kicked the tyres. With all of our spares snugly in place on the roof, we loaded our gear on board and went to pick up Daniel (Hayden's cousin) en-route to David Gries' house. David wanted to drive in convoy with us to Goolwa just in case he had mechanical problems with his DS.

DESERT STORM

The hard life of an organic chemist

OR

**How baboons survive
in world's worst desert**

The trip to Goolwa was quite uneventful, with David holding us back most of the journey. Along the way, he ran out of petrol and we had to rebuild his distributor several times.

The weekend spent in Goolwa was very enjoyable and our thanks go out to the Citroën Car Club of South Australia for their hospitality and encouragement.

After Goolwa, we spent a couple of days in Adelaide where we managed to catch up with Jeff Harris, who on our previous trip to Adelaide, helped us rebuild our stuffed cylinder head.

As soon as he saw us drive up the driveway he ran inside and



locked the door, obviously remembering our previous visit with some degree of fondness. We eventually prised him out and spent a good couple of hours talking Cits with him and checking out his new acquisitions.

Whilst in Adelaide, we started to notice Dan indulging in a fair bit of hand-cranking (He'd only been off the nest for four days). We decided to see an Auto Electrician about his problem. Mr Auto Electrician suggested the generator was crook and needed to be fixed. We forked out the money and headed north.

The generator decided to call it a day again only 100km down the road. Needless to say, we were a little miffed. We drove that night to Port Pirie with no charging whatsoever. The next morning, the monumental decision was made to ditch the 'ever-reliable' generator in favour of an alternator. The majority of the day was spent carrying out the necessary modifications. We also purchased a new muffler as its predecessor fell apart on the way to Port Pirie. We made it to Quorn that night and spent most of the time at the Trans Continental Hotel chatting to the owner, eating pizzaettes and watching a video of Crocodile Dundee several times. A great pub and a great bloke (whose name unfortunately escapes us, but call in if you are ever there).

The next day we drove north from Quorn for several hours and had lunch at the Lyndhurst hotel which would mark the end of the bitumen for about 500km. The locals at the pub didn't think much of our chances of making it to the next town let alone to Alice Springs. In the face of such pessimism we greeted them with a confident 'no worries mate' and pointed

the Traction in the direction of Maree some 70km up the dusty track leaving the locals with a cloud of bulldust and a sexy exhaust note to ponder.

Having arrived at Maree unscathed we set about examining our accommodation options. The tents went up, albeit with great difficulty due to the rock hard ground. Nothing much to do in Maree but sit down and have a beer and so we decided to conform (not a hell of a lot of arm twisting was required). Whilst at the Maree watering hole we met an interesting character by the name of Bruce Taylor. As it turns out, Bruce used to rally Peugeot's (203, 403, 404's) in his younger days and was currently a trouble-shooting mechanic for the Road Authority in northern SA. A very clued up individual. He was also very fond of Citroens and he reminisced with graphic detail (which we can't remember) the story of Bianchi's DS in the 1970 London to Sydney Rally blasting through the mountains just out of Quorn during a night section. Bruce was perched up on a rocky outcrop just above the road and swears that he was 'blown away' by the effortless way in which the D barrelled through the mountain at over 100mph. No tyre screeching, smooth as silk. We took Bruce outside, all of us a little the worse for wear, took a photo of him next to the Traction and went back inside the pub. By this stage it had filled out quite a bit with a fair proportion of the indigenous countrymen present. One particular gentleman had a fairly efficient, but somewhat harsh way of dealing with his nagging wife. Enough is enough and he promptly punched her out on the bar-room floor. We were a little shocked by this but no-one else even batted an eyelid. Bruce gives us the names

of a few people down the track, writes us a reference on the back of a beer coaster and we say goodbye.

The next day we stocked up with rations and water and headed down the Oodnadatta Track towards William Creek. The scenery was very barren with nothing much to see except dirt and saltbushes but it was still interesting. We stopped at Lake Eyre South a salt lake and drove out onto it, no doubt helping to speed up the rusting process on the old Traction. We took some photos and headed back down the track. The track itself was fairly rough, with deep wheel ruts (courtesy of the road trains), and some pretty hefty rocks being the norm for the rest of the day. It took some 6 hours to travel the 220km to William Creek such was the state of the track. It could have been a lot worse!

William Creek was an interesting place (population between 5 and 11) and it consisted of a pub and an airstrip, the latter doubling as the camping ground. This was Raid 88 territory and evidence that the cavalcade of sewing machines had passed through town (pub) could be seen on the main wall of the pub. Nestled in between thousands of business cards from passers-by was a large Tip-Top Bakery sticker depicting a 2CV and a Kangaroo. Unfortunately the Publican was only new in town himself and did not witness the passing Raid. The rest of the day was spent drinking a few ales and watching Aussie Rules on Sky TV then as the sun went down, a spot of Rabbit shooting. The Traction looked quite a sight with the rifle slung over the bonnet.

One thing that can't go unmentioned were the flies. They were unbelievable! It was almost impossible to breathe

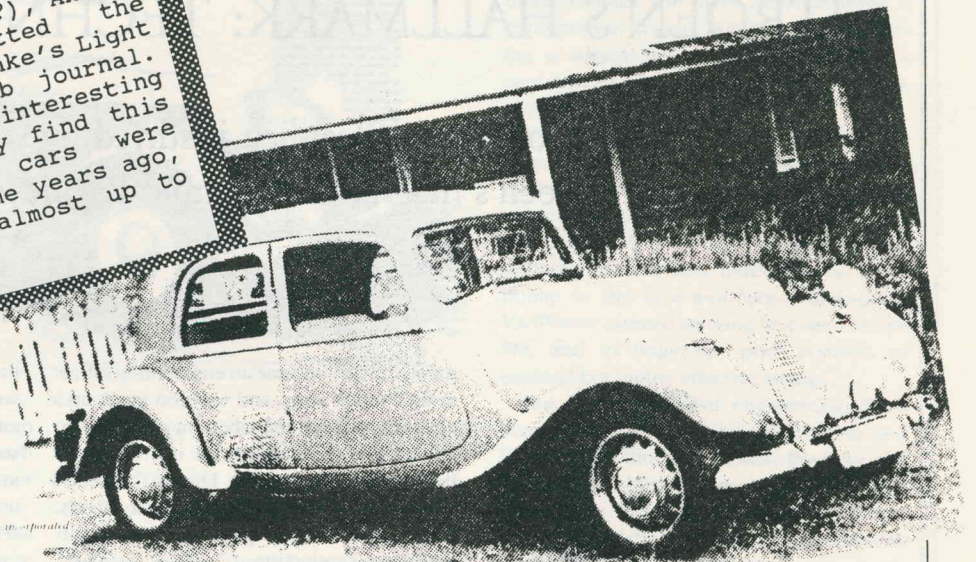


through your mouth because you'd almost certainly swallow 2 or 3. They didn't taste any better than the one's in Melbourne. Ron spent the night under the stars(it got a bit chilly) whilst Hayden and Dan slept in the tent.

TO BE CONTINUED!!!

MEMBERS' CARS

As well as acquiring another Cit or two in recent times (a DS and a B14?), Andrew (Eagle-eye) Begelhole spotted the following account of Rod Greschke's Light 15 in the Canberra Car Club journal. Rod's doings always make interesting reading, and you'll probably find this account just so. Rod's cars were described in Front Drive some years ago, but this story brings us almost up to present time.



Canberra Antique & Classic Motor Club

DECEMBER
Vol. 23
1990

1950 CITROEN Owned by
R. GRESCHKE, FISHER, A.C.T. 2611
Location: BLUNDILLS COTTAGE

THE STORY OF MY CAR 1950 Citroen 'Light 15'



Owned by: Rod GRESCHKE

My involvement with Citroens began quite innocently when I bought my first ID19 in 1975 but I soon became engrossed in the marque in general. It isn't surprising then that in 1977 when a very straight, clean and original Light 15 was offered for sale by another Citroen Club member I bought it without hesitation. The car had been named 'Simone' by her second owner (I'm her 4th) and although I'm not one for naming cars myself, this has been an exception and she has gone under that name ever since.

For the first eight years after I bought her, Simone was in daily use as a normal family car, being driven by my wife as much as by me, and she shared the driveway firstly with the ID19 and later with a DS21. As well as the normal family duties she has taken us many miles on interstate Citroen Club rallies to Adelaide, Ballarat (twice), Beechworth (twice), Bendigo, Echuca (twice) and will be going to Echuca again this year, Geelong, Mudgee, Swan Hill and Sydney. Amongst our many Citroen acquaintances Simone was recognised as the best original Light 15 known to be running and she enjoyed a good deal of popularity as a result.

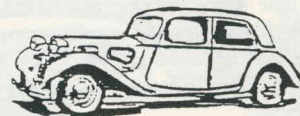
Sadly she lost her 'completely original' status in 1984 when I reluctantly decided on a complete respray after a bread van reversed into her and put a dent in one side.

The Citroen enthusiasts there are only two makes of car in the world, Citroens and non Citroens. In 1985 I bought a non-Citroen and then found the driveway to be one car length too short (my dad's

Studebaker 'Big 6' had come to live with us some years earlier, there was a 1949 Citroen 'Big Six' in the shed awaiting restoration and we still had the DS21). Consequently Simone went into a four year semi-retirement with my mother at Walla (near Albury).

My move to a house with a bigger garage meant that Simone could return to Canberra in 1989 but her circumstances had changed and she no longer had a family's needs to satisfy so she went onto restricted registration. To celebrate the start of her new life style and to hide her advancing years she underwent a cosmetic face lift at the hands of surgeon Bill Phillips. With her sagging headlining lifted and the stretch marks taken out of her upholstery she can hold her head high in any company - a distinguished French lady of grace, style and charm.

In a way her life has done a full circle. As a young girl she spent the '50s and '60s in Melbourne with a Mrs Menzies who was a sister-in-law to our former Prime Minister, Sir Robert. There she enjoyed the pampered life of upper society while now, although in a different social set, is again enjoying the easy life and a good deal of attention.
Vive Simone!



PRESENTATION NIGHT

The 1991 C.A.C. will be held on the 10th of November at the Federal Golf Club. The family will be \$20 subsidising the remainder of the evening available at the bar. **Write-on, Rod!** PLAN NOW!

Historical Aspect

CITROËN'S HALLMARK: TECHNICAL PASSION

Lord Montagu of Beaulieu is stirred by memories of Citroën's magnificent technical achievements.



André Citroën.

So Citroën now have their new lower-medium car, the ZX. And, no, it doesn't have hydropneumatic suspension. Buyers of this category of car aren't prepared to pay for such a refinement, says a Citroën chief. Translation: it's an expensive suspension system, and the average buyer couldn't care less what suspension his car has, so why bother?

Fair enough: I'm all in favour of commercial realism. It's a little sad, all the same, because Citroën, more than any other car manufacturer, made its name as a technical innovator, unafraid of radical design, even if there were a cost penalty.

As a long-time Citroën enthusiast, and as patron of the thriving Citroën Car Club, I can't help thinking of those magnificent technical achievements of the past, those Citroëns designed with such technical passion that driving them is a special and always memorable experience — and that goes for the 2CV as much as for the amazing Maserati-engined SM.

The firm was established by André Citroën immediately after the First World War. Having studied engineering and factory manage-

ment, Citroën became an engineering officer in the French army, and went on to set up a concern making the chevron-pattern gear wheels that were to give the car marque its double-chevron emblem. During the period 1907-14 he also ran the Mors car factory, putting it on its feet again and substantially increasing production.

An early and impassioned advocate of production-line assembly he made his reputation during WW1 by setting up and administering a nationwide factory network for the mass-production of shells.

Inspired by Ford, he decided to move into cars after the war and to start at the top, with one cheap and simple model, to be made in numbers unheard of before in the French industry. The 1919 'Model A' Citroën was billed as France's first mass-production car, and was sold with full electrical equipment, including a starter — because to offer such equipment as an option would only complicate the production process. An output of 100 cars a day was planned. Initially this proved unrealistic, but by 1922 Citroën output was an impressive 300 cars a day, and by 1928 it was 400 cars a day — with almost a third of the cars on French roads being Citroëns.

André Citroën was a brilliant publicist as well as an extraordinarily creative manager. He was also a gambler, winning and losing on the tables on a large scale. This diversion influenced his business approach: he was ever prepared to take risks, particularly with new engineering techniques.

To promote his firm he never missed a trick. He managed to have the Eiffel tower lit up with the name 'Citroën'; he established a

house journal for Citroën drivers and would-be owners; he was a pioneer in the aiming of advertising at women: he sponsored the manufacture and distribution of toy Citroën cars, with the expressed intention that a child's first words should be "Papa", "Maman" ... and "Citroën".

Faced with a stock of obsolete chassis, he had them bodied as taxis and set up a taxi company to run the cabs — providing superbly visible publicity for the marque. Then there was the bus service he set up, when sales of Citroën buses proved disappointing, and which was advertised everywhere by enamel signs bearing the Citroën name. And let's not forget his most flamboyant publicity venture, his support of crossings of the Sahara, black Africa and Asia by Citroën half-tracks.

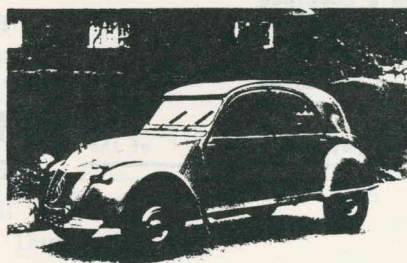
André Citroën left the design of his cars to others — but he backed or initiated technical advances with an almost messianic enthusiasm, especially if they would increase production efficiency.

Thus in 1925 — before Morris — he espoused all-steel bodywork, in place of the traditional timber-framed method of construction: he appreciated that there was no point in mass-producing chassis if the bodies were made by old-fashioned labour-intensive methods.

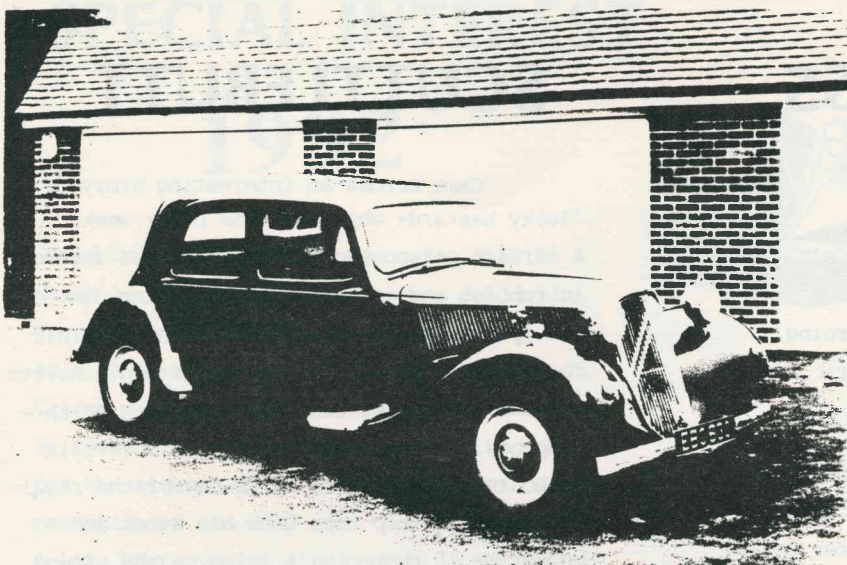
Alas, as so often the case with André Citroën, he rushed in, with initially disastrous results: finishing the bodies took far longer than with the wood-framed bodies, and the all-steel shells tore themselves apart because the cars' chassis were too flexible.

The *Traction Avant* model of 1934 was André Citroën's last gamble, and the car which simultaneously pulled down the firm he had created and established for ever its reputation for innovative engineering.

In 1933 France was in a recession, but this did not deter Citroën. Realising, as ever, the importance of producing cars cheaply, he knew that he had to produce in still higher volumes. Only with fully modernised tooling and streamlined production would this be possible. So, needed by visits to the USA, and by a tour around bitter rival Renault's



1954 2cv Citroën.



1948 Citroën 15cv 6 cylinder.

new works, Citroën had his factories torn down and rebuilt, over a manic five-month period during which production was not interrupted.

But there was no suitable product to fill his new assembly tracks: Citroën cars were looking old-fashioned and weren't selling well — at a time when the firm's finances were distinctly shaky.

André Citroën's gambling instincts took over, and in a bid to leap-frog ahead of the opposition he backed brilliant designer André Lefebvre's vision of an advanced front-wheel-drive saloon. He went further — too far, predictably — and insisted (this was 1933, remember!) on the car having an untried form of automatic transmission. This proved a disaster, and was abandoned only two months before the March 1934 announcement of the *Traction Avant* (front-wheel-drive) Citroën.

The whole car was rushed into production, and in its early days suffered horrifying problems — everything from wheels falling off to the body disintegrating. But the *Traction* rose above these trials because of its advanced concept. Front-wheel-drive, torsion-bar independent suspension, a wet-liner overhead-valve engine, hydraulic brakes, and rack-and-pinion steering from 1936 — no other car combined so many advanced features, and no other popular saloon was so supremely good-looking, so right in all its proportions.

Alas, putting the *Traction* into production broke the firm, and chief creditor Michelin took it over in 1934: a demoralised André Citroën died of cancer in February 1935.

The *Traction* is a landmark in the history of the motor car, and was still technically advanced when it was withdrawn from production in 1957 — two years after the extraordinary DS had been launched to an incredulous public.

The key feature of the DS was its hydropneumatic system, which not only provided variable-rate self-levelling suspension but

also assisted the brakes and steering and actuated the automatic body, hailed as a work of art, and indeed exhibited as such, the front disc brakes, the base-unit construction, with all body panels bolted to a skeleton frame. Throughout the car there were details only Citroën designers could have thought of: the swoopy dashboard, which was the largest nylon moulding in the world, the glass-fibre roof panel, the single-spoke safety steering-wheel ...

The free-thinking that created the *Traction* and the DS was not purely a product of such brilliant engineers as Lefebvre. Management actively encouraged staff to consider anything, however outlandish it might appear: if only ten percent of experimentation bore results, the effort was worthwhile, they were told.

The 2CV was a prime example of such an approach. Faced with a specific brief, to devise a lightweight, cheap, robust small car to mobilise rural France, all orthodox answers were thrown to the wind. After experi-

mentation with countless far-fetched solutions, the car which emerged in 1948 was totally different from any other vehicle, from the ingenious austerity of its trim to the originality of its engineering. To take one instance of the 2CV's creative design, the car's interconnected suspension might be more complex and more expensive than a conventional system, but as well as providing a superb ride over poor surfaces it contrived to take stresses out of the chassis, enabling this to be lighter.

Despite the odd slip-up — remember the ungainly Ami 6? — the momentum was continued into the seventies, with the advanced medium-sized GS, the magnificently individual SM, and the CX of 1974 that replaced the DS and introduced a wider public to the love-it-or-hate-it ultra-quick VariPower assisted steering first seen on the SM, and to finger-tip 'pod' controls of unusual but highly effective design.

But Citroën's sort of engineering didn't come cheap, and in 1968, in a bid to find financial stability and to beat Peugeot, the company established a joint holding company with Fiat. Two collaborative-venture vans emerged, and the CX shared its gearbox with the Lancia Beta, but little else came of this alliance, which was annulled in 1973. A year later came the Peugeot take-over.

If the Visa, AX and ZX are more Peugeot than Citroën, the take-over has at least allowed the BX and the XM to enjoy engineering that is true to the Citroën tradition. That the group has common engines and that the BX shares its platform with the Peugeot 405 and the XM with the 605 is a small price to pay.

How satisfying it would be, though, if a new small Citroën could emerge that would be as radical today as the 2CV was at its launch. That really would be a reaffirmation of the Citroën spirit. As the presence in the National Motor Museum of the very last British-market 2CV reminds me, the time is ripe for a new 2CV for the 21st century.



1956 Citroën DS19.

STOP PRESS

CLUB NEWS.

Ted Cross has offered to be COOCA's delagate at the AOMC meeting - an important venue for matter concerning the rights and concerns of Historic and Classic car owners in Victoria

Spare parts notice in the magazine have had some price and availability changes. Concerning windscreen rubber, Peter Boyle has suggested member contact him for a supplier as the club cannot stock this item. \$1000.00 for 100 metre minimum order is too much for the club to stock and handle

The July meeting was well attended. New member George Tippet provided an amusing story of his '55 Lt.15. He recently found it in a cabbage patch of all places in the Melbourne suburb of Clifton Hill. It had been sitting there for a few years ('84?) and was the property of a journalist who did work for the financial review. The person concerned no longer lived there and via some tracking down over the phone he told George take it home and tell him what he thought it was worth - he'd be happy with that! After some work in the vegie garden he hauled it out; got it going some time later despite some nasty wiring and I must say it's not too bad. George's ambition is track down where all the Tractions go to die in Vietnam - he makes annual trips there as a gas man on a knife company.

SCUTTLEBUTT

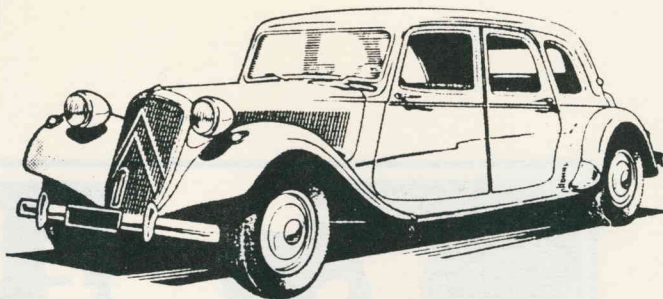
Came across an interesting story of 'lucky bastard- why him?' the other week. A certain person who has an unnatural interest in rubbish and in fact makes a living out of it - you know: shoes with holes in them; old cardboard boxes; Mediterranean garden concrete disposal; blackberries; mud slush and flith - happened to be down at the tip in a certain Melbourne suburb where he is one of the regulars (even the tip rats know his name) and bugger me if there isn't lying on the ground a pre war traction front end cradle just like the spare one he's always wanted for the pre war (?) hulk sitting in his well appointed yard. They hadn't even driven the dozer over it and it wasn't rusted. It even had drive shafts and all for God's sake (why him, Lord?). The wheel hubs were missing. "That front end would have to be worth \$10 to you" he says to the tip man. "Pity the hubs are missing" he winges on and on. "They might be in the pit" comes the reply. "Worth another \$10 if you can find them for me". Off scampers the pit man and returns with both and they still have rims and one tyre is very reasonable the other is useless. "Shame about the split tyre" says our man, "any other bits?" (the sheer gall of this man had me reeling). In the scrap metal bin he finds a crown wheel (sans a couple of teeth) and apinion or two. For \$20.00 !! Almost buried Good God!!!

Talk about being in the right place at the right time and having the front to complain. I heard that he had to go and change his underwear fairly soon after this event and rumour has it he's taking an unnatural interest in some form of religion- either that or he took an ordinary epileptic fit. Meanwhile, I'm starting a rubbish business.

SPECIAL INTEREST

1992

David Gries reports that plans for RAID'92 which is only twelve months away are good. If you remember RAID'88 across Australia then this could be for you. It will go Brisbane to Cairns via the Northern Territory (and Kakadu) It should take around three and a half weeks for the mighty 2CV's. Later there will be an extension of the RAID into Cape York Peninsular. Participants will probably have to take a least two packets of party balloons along if they want to float their cars across the rivers and creeks. If your hungry for more information contact David (03- 8903266) or Lance Collins (07 -3912184)



CLASSIFIEDS

WANTED WANTED WANTED!

Front brake drums (2)

Good ID box and clutch

Peter Hugan

P.O. Box 422 Ocean Grove

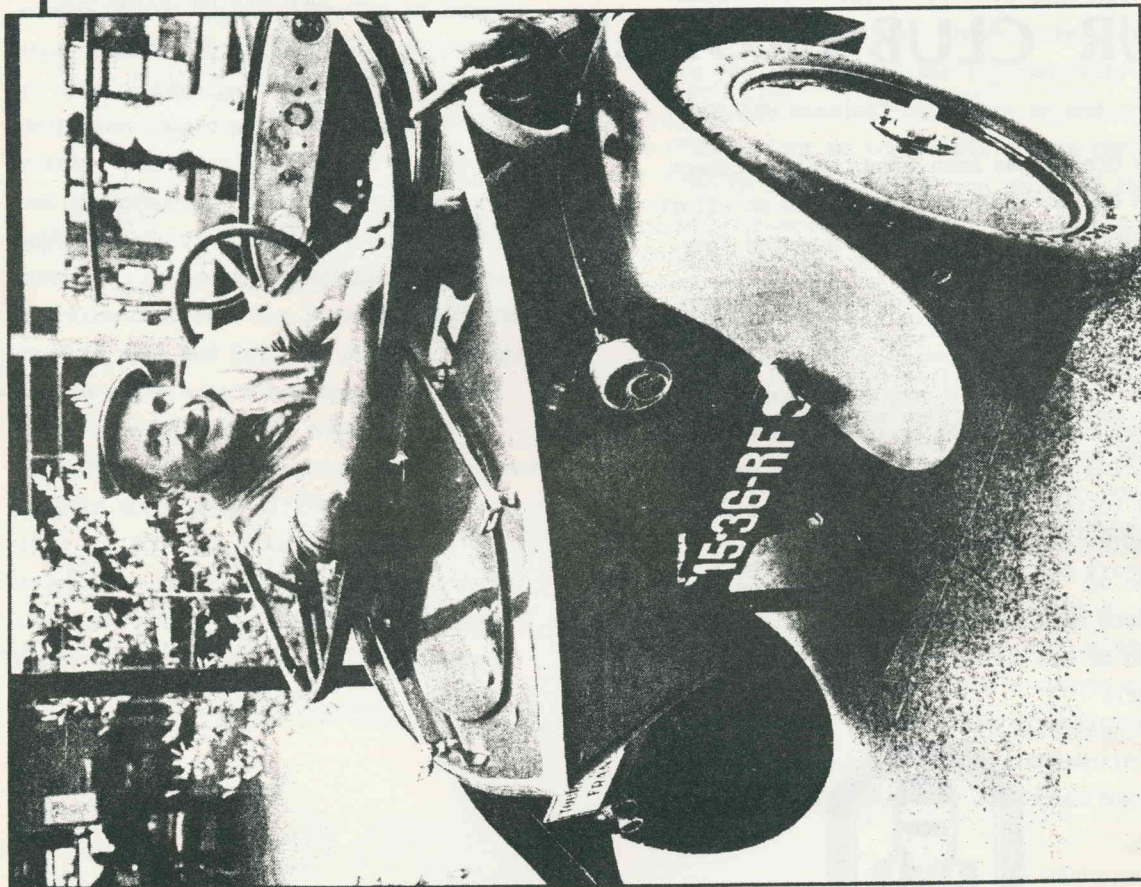
Victoria 3226

Ph: (052) 561631

OUR CLUB PROFILE

Bill Graham has been establishing contact with "Restored Cars" magazine in an effort to profile our club. When contacted they expressed surprise that we ever existed which is rather strange because the exhibited a story and photos of the concourse held at Ripponlea a couple of years back. In any case he hopes to produce a series of articles about Citroens and COOCA which will come to the attention of Citroenist who are likewise unawares of COOCA. The recent issue of "Restored Cars" carries the first of such articles and has a small front cover photo of Ron and Hayden's 11D (that black beast).





● Lucien Chabaud in his most prized possession — a 1923 Citroën.



Lucien loves his very old Citroën

Report: TERRY MCGOVERNE Pictures: PETER MERKESTEYN

LUCIEN Chabaud will take his 1923 Citroën home to Chiltern tomorrow after a two-week stay in Albany's Myer City Centre doing promotion work for the Red Cross.

The car is not any old vintage wonder but a family heirloom from the day it came off the showroom floor 68 years ago.

Lucien's father, Aimé, a wine merchant, bought it new and drove it around Vaucluse as he went from one vineyard to the other buying samples of vintage.

Lucien loves it

because it was the car he learned to drive in the 1930s as soon as he could see over the dashboard.

His father bought him a Bugatti when he turned 21 in 1946.

Six years ago he brought the Citroën to Australia encased in a seagoing container.

It goes well, all 5 horsepower of it at a top speed of 65km on its original Michelin tyres.

Citroëns always used Michelin. One owned the other.

Everything about the old car is genuine down to the last nut and bolt.

Lucien has had to

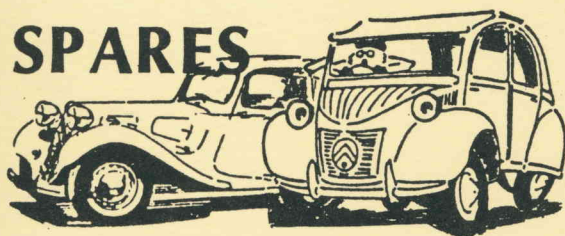
hover over it during its Myer City Centre stay.

In the nick of time he intercepted one thief attempting to make off with the horn.

A 1923 Citroën is credited with being the first car to circumnavigate Australia.

N.R. Westwood, a missionary and friend of the Rev John Flynn of the Inland, set out from Perth on August 4, 1925, and passed through Broome, Halls Creek, Lake Nash, Longreach, Brisbane, Sydney, Albany, Melbourne, Adelaide and Perth on December 29 in 17,120km.

SPARES



OOS = out of stock
N/A = not available

NOTE : ORDER FORMS TAKE PRECEDENCE OVER
TELEPHONE CALLS !!!!

PARTS LIST - (Traction) as of Dec '90

New oil pump gears (each)	\$55.00	Valve guides	\$12.00
Wishbone shaft, upper, reco	\$180.00	Radiator hose upper/lower	\$14.00
Lower ball joint adjusters		Fan belt	\$13.00
(permanently fixed to car)	\$60.00	Door lock springs	\$3.00
Bushing, second gear	\$12.50	inlet valves	\$20.00
Bronze bush - brake shoes	\$4.00	Clutch plate	\$125.00
Big boot, top rubber	\$ N/A	Fuel pump	\$50.00
Big boot, bottom rubber	\$20.00	ID/DS main bearing u/s	\$85.00
Rubber door seal	OOS	ID/DS conrod bearings	\$85.00
Scuttle vent rubber	\$30.00	78mm piston rings	\$85.00
Pedal rubber	\$10.00	Big 15 drive shafts (each)	\$480.00
Rubber grommet- petrol		(less inner carden shafts)	
filler (2 sizes)	\$10.00	Brake Master Cylinder (new)	\$85.00
Door V-block rubbers	\$35.00	Brake master Cylinder kit	\$15.00
Bonnet rubbers	\$0.35	Tie rod ball joint kit	\$70.00
Big and small boot paint		Ball joint boot (leather)	
protectors (under handle		upper and lower	\$ N/A
and lights)	\$30.00	Brake hose (french)	
Steering rack boots (pair)	\$44.00	front	\$28.00
Gearbox gasket set	\$18.00	rear	\$24.00
Gasket set, complete motor		Throttle shaft 32PBIC Solex	
115/ 118L	\$140.00	0.5 mm oversize	\$20.00
Gasket set, VRS (big 6)	\$180.00	Hub and bearing puller	\$ N/A
Gasket set, VRS (115/118L)	\$90.00	Lower ball joint puller	\$ N/A
Exhaust muffler (+tail pipe)		Bonnet strip clamp (internal)	\$1.50
Light 15	\$190.00		
Big 15	\$150.00		
Big 6	\$140.00		
Exhaust hanger - rubber	\$2.50		
Gearbox output shaft seal	\$ N/A		
Front hub - outer seal	\$8.00		
- inner seal	\$8.00		
Rear hub seal	\$ N/A		
Door lock (French) big boot	\$22.00		
small boot	\$22.00		
Front wheel bearings	\$26.00		
(state width when ordering)			

EARLY 2CV

all parts are new unless otherwise
indicated

Clutch linings	\$15.00
Rear engine mounts	\$9.00
Tie rod covers (metal)	\$3.00
Suspension arm seal	\$8.50
Engine push rod	\$2.50
Suspension bumper rubbers	\$4.00
Starter motor (reco.)	\$40.00
Crown wheel and pinion	\$200.00
Front brake drum	\$15.00
Rear brake drum	\$15.00
Starter bendix unit	\$10.00
Windscreen wiper speedo	
worm and drive	\$8.00
Front over-riders	\$5.00
Head gaskets 375cc	\$2.00
Lock and key set (2 barrels	
and 2 keys)	\$15.00
Oil pump bodies -bronze	
(no gears)	\$10.00
Valve springs	\$1.00
Steering pinion and bearing	\$15.00
Brake bleed nipple and cap	\$1.50
Dip stick and holder(rubber)	\$1.50
Door catch right front	\$6.00
left front	\$6.00
Accelerator pedals	\$1.00

WANTED ! WANTED ! WANTED !

Change over silent blocs.(Front) \$56.00ea
provided your silent bloc splines are
servicable

Prices subject to change without notice

By the way, I can't justify the
time to chase up second hand parts.
If you need them - advertise in the
magazine PB.

