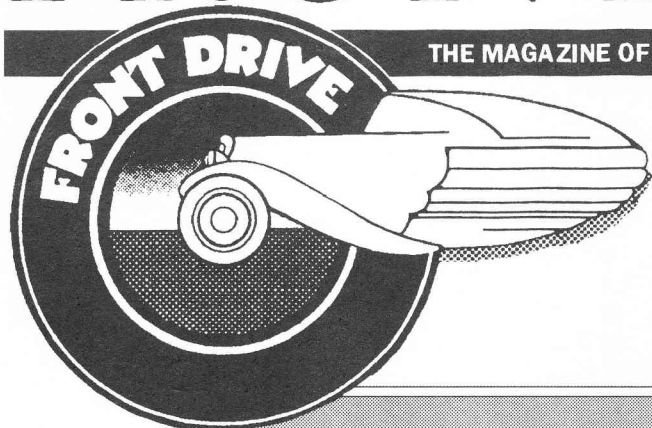
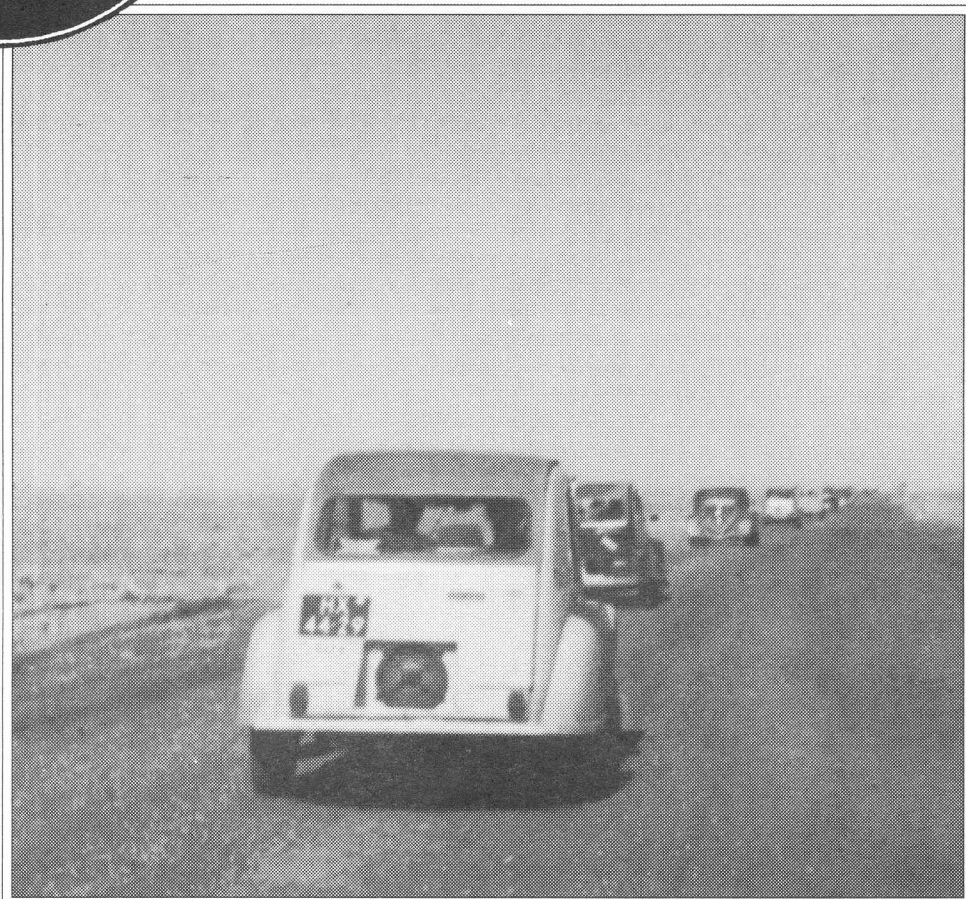


# FRONT DRIVE

THE MAGAZINE OF THE CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc.



XMAS EDITION 1992



## Raid Oz '92 Special Issue

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## From the desk

I'm staring at the computer screen with a great void inside my head caused through over 40 hours straight work with not even the luxury of 5 minutes shut eye. Such has been my lot over the last 5 months. This to a large extent has been the reason why the magazine has been a tad lacking.

Unfortunately to do this job effectively it requires on average about 5 to 8 hours per week. This has been impossible to arrange due to work commitments of late. It is also very hard to maintain enthusiasm for long periods when you are surrounded by a sea of apathy. I personally find it very frustrating to put many hours into our club to

result in a general air of disinterest. People don't seem to appreciate the time and effort that the committee has to put in to make sure that our members are able to get the most from the club and the knowledge it possesses about restoration.

My desperate appeal to the great unwashed masses in the Citroën News you recently received, resulted in a flood of helpers. We now have a committee in place that will share the load and be capable of producing a regular, high quality magazine. The willing helpers include Iain Mackerras, Leon Sims, Hazel Hore, Ted Cross to name a few.

The aim is to have regular sub committee meetings to plan the direction and content of future magazines. 1993/94 is looking as it will be the renaissance of the magazine and this can only be good for the club as a whole.

I am looking forward to the next year as a member of CCOCA. Iain Mackerras as you will notice in the coming events page has put a great deal of effort into planning a fabulous year of events to suit all members and their families, and I urge all our members to get out there and have fun. Life is not all about mowing the lawns, watching television and feeding the kids to the dog.

On the Citroën side of things my AKS is coming along quite nicely. It is now down to a shell on the chassis. The motor and gearbox have been restored. There wiring loom is now in South Australia being remade. In the next month or so the body will be removed from the chassis and the serious restoring gets under way.

I am hoping that the rolling chassis will be ready for this years Concours and have it prepared for the Rob Roy Hillclimb Historic Event in 1994. Shortly after which the body will be remounted and my dear Junior will be the most handsome 2CV in the country.

Talking about Rob Roy (I must admit I am biased as I am a member of Friends of Rob Roy) as you read this the reopening of this famous piece of motoring history will be underway (28th & 29th of February) it is going to be very exciting with up to 6 Bugattis there on the day and around 150 historic race cars competing on the day. There is even a competitor entered who entered the very first event there in 1937. Derry George. By my calculations he must be at least 75, and still keen to hare up the hill in his Lotus Seven. Now that is the stuff our club should be made of. People intent on getting the most out of life through marvellous pieces of machinery.

Lets all pull our fingers out and make this the year of CCOCA..Peter

**HONORARY LIFE MEMBERS**

Nance Clarke	1984
Jack Weaver	1991

**CCOCA MEMBERSHIP**

Annual Membership	\$30
O/S Postage	add \$9

**CCOCA MEETINGS**

Every fourth Wednesday of the month except December. Canterbury Sports Ground Pavilion Room, cnr of Chatham and Guilford Road, Canterbury Victoria Melway ref. 46 F 10

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## THE PRESIDENTIAL PRATTLE

**B**y the time you read this, another Club year will be drawing to a close.

On reflection, we have enjoyed some successful events, but our failure to provide the magazine on time is very disappointing.

The next committee you vote into service should make this a priority as the magazine is the lifeblood of the Club. In my opinion a monthly or bi-monthly issue should be our minimum expectation. This would probably mean a reduction in content and quality and would need paid advertisements to support the added costs.

The dilemma for the Club is that our cars are getting rare and we are not getting many new members joining us. Additionally, being Australia wide there is a need to "re-cycle" committee members in Victoria

As for me, I have enjoyed being president of our club, but my increased work pressure this year will preclude me from re-standing. I will of course, continue to remain involved with CCOCA, as I think the future of the club needs you - so please consider how you can contribute in 1993/4.

Farewell and thank you all.

Ted Cross

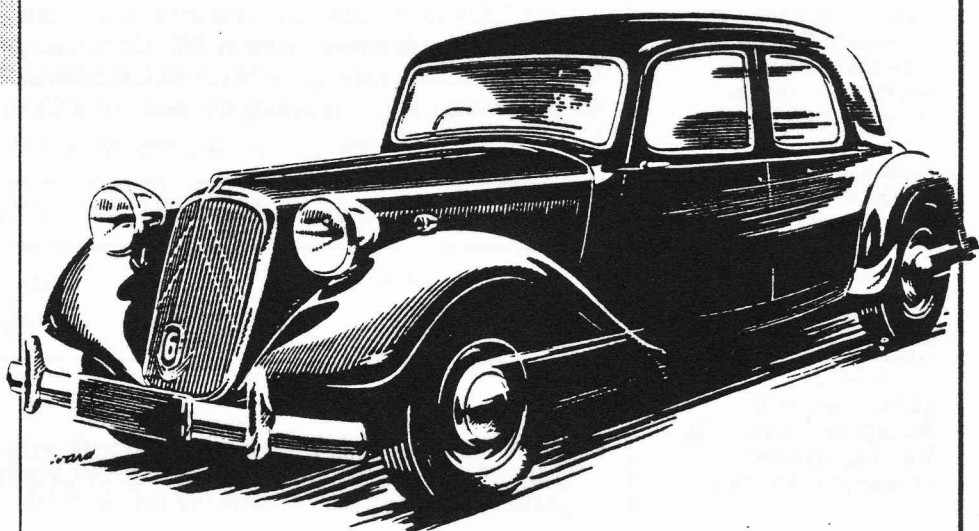
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# 1992 CALENDAR COMING EVENTS

## FEBRUARY

### WEDNESDAY 24th CLUB MEETING

Event Dusk Barbecue  
Venue Canterbury Sports Oval  
Time 6.30 pm  
PLEASE NOTE THE EARLY START

Bring your BBQ, some snags and the family. Our second meeting for the year is a chance to get the family involved in a great evening, without it being too much of a "boys night out", Let's talk about the big end/crown wheel and pinion again event.

Those of you who came to our last family BBQ evening will remember it being a great night

### 26th to 28th

Event Ballarat Swap Meeting  
Venue Ballarat Aerodrome

### SUNDAY 28th

Event AOMC Combined Car Show  
Venue Kingston Centre, Cheltenham

### SUNDAY 28th VOYAGE CITROEN

Event Mornington Peninsula Day Run  
Meeting Pt. Waltzing Matilda Hotel Car Park  
Cnr Springvale Rd. & Heatherston Rd.  
Springvale South.  
Melway Ed21, Map 88 K1  
Time 10.30

We will be visiting the local landmarks, Seawinds Gardens atop Arthurs Seat. (& per car), Pine Ridge Car Museum (3.50 each) and Ashmore Maze (\$4 Adult, \$3 for children) BBQ facilities will be available at Seawinds for lunch, so bring your food and refreshments

## MARCH

### SUNDAY 21st VOYAGE CITROEN

Event Gourmet Deli Day Run  
Meeting pt. Prince Mark Hotel carpark

Cnr Princes Hwy and Power St.  
Time 9.30 pm

Time

Our Second day run for 1993 promises to be an event to remember. The "Gourmet Del" region of West Gippsland offers us something very different and special. As well as an opportunity to give your favourite Citroen an outing in the fresh air and to delight in the beautiful scenery of the area you can sample the very best food available. Lunch under the magnificent trestle bridge at Noojee - either bring your own or eat some of the morning's purchases.

**1993 - 1994  
MEMBERSHIP FEES  
DUE NOW!**

### WEDNESDAY 24th ANNUAL GENERAL MEETING & AWARD PRESENTATION EVENING

Event Annual General Meeting  
Venue Canterbury Sports Oval  
Time 8.00 pm

## APRIL

### 9th - 12th VOYAGE CITROEN

Event National Easter Rally  
Venue Banksia Park Resort Perth W.A.

### 24th - 25th VOYAGE CITROEN

Event All Makes Swap Meet  
Venue Fresh Centre Footscray

### WEDNESDAY 28th CLUB MEETING

Event Photo Night  
Venue Canterbury Sports Oval  
Time 8.00 pm

A chance for members who went to Perth to show off their photos of the Rally, and for those who did no, to see what they missed.

## MAY

### SUNDAY 2nd VOYAGE CITROEN

Event All French Day  
Venue To be confirmed  
Time 10.00 am

### SUNDAY 16th TECHNIQUE CITROEN

Event Technical Day  
Venue George Tibbit's Residence  
Time 10.00 am

### WEDNESDAY 26th CLUB MEETING

Event Arm Chair Observation Run  
Venue Canterbury Sports Oval  
Time 8.00pm

### 28th - 29th

Event VDC Swap Meet  
Venue Show Grounds - Ascot Vale

## JUNE

### 11th - 14th VOYAGE CITROEN

Event Austraction '93  
Venue Horsham - Wimmera Victoria

### WEDNESDAY 23rd CLUB MEETING

Event Model Concours d'Elegance  
Venue Canterbury Sports Oval  
Time 8.00 pm

### SUNDAY 11th VOYAGE CITROEN & CUISINE CITROEN

Event 2nd Annual Economy Run and Bastille Day Luncheon  
Meeting Pt. Shell Service Station Outbound side of the West Gate Freeway  
Time 10.30 am

Destination Our direction is along the Bellarine Peninsula, actual luncheon point to be confirmed.

# DIARY OF A RAIDER

## FROM THE TRAVEL DIARY OF LEIGH MILES

Anybody crossing the Storey Bridge, in Brisbane, on Saturday August 29th who happened to look over the side would have been surprised to see a large collection of Citroen motor cars and their enthusiastic owners in a rather festive mood. For this was the departure point for one of the most unusual motoring journeys ever undertaken. Twenty-seven 2 cylinder Citroens, along with ten other, larger Citroens, planned to traverse some of the worse roads in Outback Australia on route to Cairns in Raid Oz '92.

Of the 2CVs participating, New South Wales and Victoria each provided three, Two each from Western Australia and Queensland and one from South Australia and the Australian Capital Territory. The largest contingent by far was from Germany - 7 cars. Other overseas entrants came from France (2), the United Kingdom (2), Switzerland (2), and the Netherlands and New Zealand, one each. All the larger Citroens were Australian entrants from Queensland, N.S.W., South Australia and Victoria. Three of these were "Light 15's" dating from the 1950's - one being an original vehicle from the 1954 "Redex Trial".

The official route for raid Oz '92 sound simple enough - Brisbane, Longreach, Birdsville, Alice Springs, Darwin, Kakadu, around the Gulf of Carpentaria to Normanton and across Cape York to Cairns - all in four weeks. But Citroen Raids are never that simple - the object being for the organisers to find the most impossible "roads" between any two pin-points on the map.

An important consideration in this type of adventure is that all participants have to get their vehicles to the starting point, which takes a bit of doing - travelling the length and breadth of Australia before the Raid even starts. In the case of the overseas "Raider" the task was even more arduous, time consuming and expensive. The actual cost of shipping a car to Australia, plus the carnet in lieu of the 76% duty and sales tax, then shipping the car back, in not less than \$7,000. Once the raid is finished the cars must be taken out again, they cannot be sold here officially, at least. Then there is their airfares to and from Australia. This is what I would call keen.

Scrutineering took place over the week prior to departure at the workshops of Brisbane's premier no-dealer based Citroen mechanic - DS Motors - under the watchful eyes of principles Lance Collins and John. For those of us with a rather imperfect knowledge of the workings of a motor car this was a rather daunting time. Each vehicle was placed on the hoist and checked, to at least make sure the car would not be a total mechanical hindrance on the trip. Apart from discovering that the drive shaft boots, I believed were new, were not, and that the brake lines had not been taped to the rear suspension arms all was well with the Dyane. Other cars did not have such an easy road to approval.

Whilst the rally officially commenced on Saturday the 29th of August, a number of pre-departure events had been organised. On the Wednesday night prior a gathering had taken place at Maxim Motors and the evening before departure saw everyone who was rallying and a goodly number of interested parties assemble at Alec and Myra Lowe's home for a real Party.

### DAY 1 29/8/ BRISBANE TO GAYNDAH (350KM)

The day dawned bright and sunny - as it is supposed to in Queensland - and there was much movement at Lance Collins home. Lance had appeared to offer open house to whoever chose to stay, with the result that the queue for the shower was longer than was desirable. Eventually all

were "clean, washed and paid for" and we began to pack the cars. David Gries at this point gave me the good news that the front, passenger side tyre on the Dyane was flat as a tack.

All raider gathered for breakfast, courtesy of the Queensland Citroen Club, under the famous Story Bridge. Despite an official start time of 10am, it was not before 11 that we finally headed out towards the suburbs of Brisbane.

Shortly after the agreed petrol stop, the spring that works to return the accelerator cable decided to part company. A simple repair job - replacing the spring with a handy rubber band. Unfortunately I had lost contact with the main body of the Raid and as a result we took the main road, rather than the official gravel route.

A bite of lunch at Gympie and of to Gayndah. The Gayndah crowd welcomed us at dusk - just in time to get the tents up before dark. We were fortunate enough to be given a guided tour of the marvellous Gayndah collection of Citroens. A REAL DS Cabriolet, an Ami Super, a couple of DS Sedans, a Traction and an SM.

### DAY 2 30/9 GAYNDAH TO CARNAVON GORGE (600KM)

The morning was cloudy, and before we left Gayndah the rain had started. Whilst it was only light and intermittent it was a fore-taste of days to come. We started on bitumen to Eidsvold. and then gravel for most of the day - through Cracow, Taroöm and on to the magnificent Carnarvon Gorge National Park. The road by the afternoon was rather slippery. Alec Lowe sent his traction off the road after gashing his front mudguard and jamming the wheels on full lock. Dave Noke, also in a



Light 15 performed a similar piece of panel modification. The two English girls found the going very tough - sending the DS off the road twice within 100 metres and rolling two tyres off their rims in the process!

The day saw the first casualty, Experienced 1988 Raider Ian Gamble (2CV NSW) had decided to keep pace with the even more experienced French teams of Christian Komaniacki and Jean-Marie Lagal and Danielle Komaniacki. When I say experienced, I mean experienced. Christian is a professional 2CV Cross driver, in France, and Jean-Marie most certainly also knows how to handle a 2CV in the mud. Unfortunately for Ian and his co drive, Vicki Edgar, his chassis was not up to the speed and it bent, badly.

### DAY 3 31/9 CARNARVON GORGE

A rest day after the long day driving on Sunday. Enjoying good company and great surroundings.

### DAY 4 1/9 CARNARVON GORGE TO TAMBO (1360 km)

Ralph Hibble (2CV - WA), self appointed "early morning awakener, was up and about to call us all at about 6 am. We were on the road by 7 as we had a long day ahead of us. Little did we know how long the day would be for some. Unfortunately for the entire group we were delayed in Springsure while Dave Noke's car was worked on. It seemed there was no oil getting to the head. While we waited the rain continued and a number of locals expressed some concern about our ability

to get through on the Springsure-Tambo road.

As we progressed the road became worse - with thick black mud that was more like glue. Eventually we came over a crest of a hill to discover about 15 cars - all stationary. It appeared that Paul Smyth and Steve and Malcolm Goodwin (DS - NSW) had overtaken a bogged Lance Collins, they were travelling rather faster than they may have been and the back of their car hit the back of Lance's Traction on the way past. We got under way again only to hear on the CB that there were major problems ahead.

The group had reached a point where there was little chance of progressing without the help of 4 wheel drives to pull us through the mud. The mud was so sticky that it packed inside the rear mudguards and prevented the wheels from turning.

For those who were fortunate enough to be towed out, the road improved sufficiently to make our way forward, but it was still tricky going, especially as it was getting dark. Our original destination was Blackall - another 97 km - but we were going no further than Tambo. It had been a long hard day - it was nine before we hit the pub. I doubt the Pub at Tambo has had a busier evening, ever. Raiders filled the Pub and the Motel. I can tell you that first beer of the night was a joy to experience. Not everyone got through. Alec Lowe and Alan Bradshaw, the "Pommie Sheilas", Ian Gamble and Vicki Edgar, Claude Hermans and Edith Boesch and Phil Ward all spent the night in their cars, watching the rain and waiting for rescue,

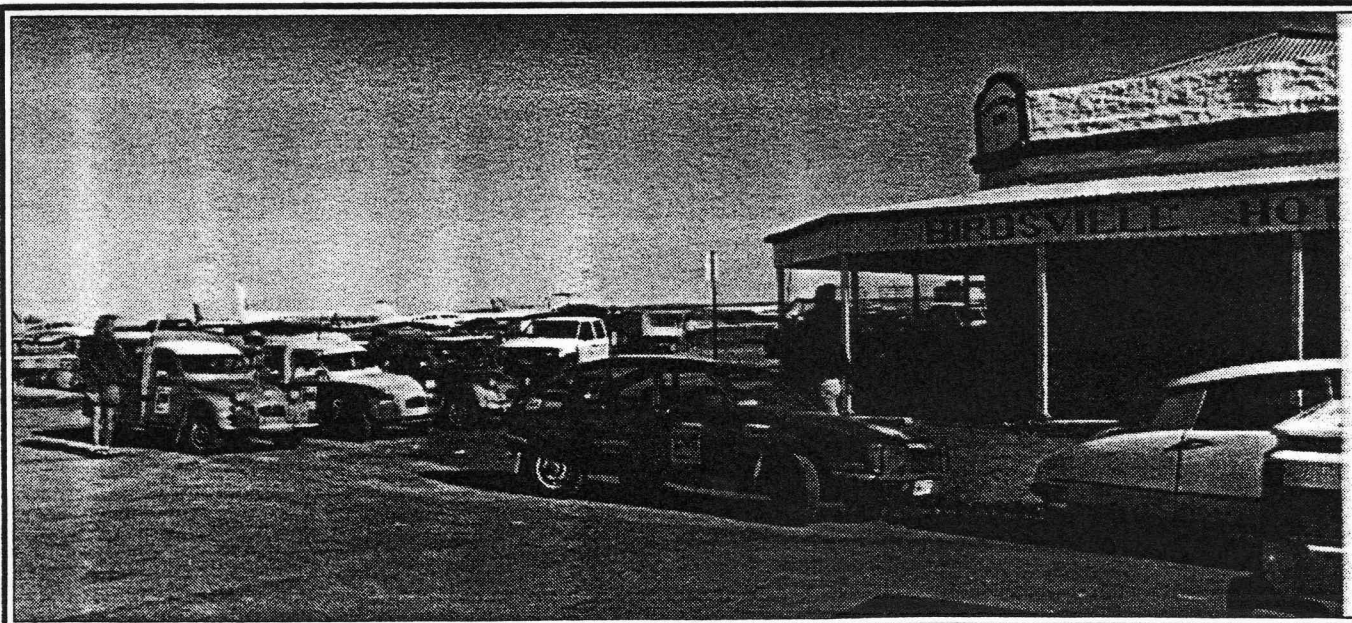
which had been arranged for the following morning.

### DAY 6 2/9/92 TAMBO TO LONGREACH. (320km)

The morning dawned bleak again, but breakfast was a welcome relief after washing off the worst of the mud. The bogged cars were collected by vehicles from the local Shire Council - the road was closed after our team was rescued. So it was off to Longreach via the Black Stump.

We had to be at Longreach by 2pm, for the opening of a stage of the new Matilda Highway at the Stockman's Hall of Fame. The rain was still falling and the road through to Birdsville had been closed for a day or two already.

The Stockman's Hall of Fame occupied our afternoon and then we faced the problem of accommodation. The rain meant the camping ground was out of the question and the Birdsville road being closed meant that the alternatives were few and far between. I managed to land what I believe was the last room in town, in a Pub you would not stay in under any circumstances. The highlight of the Public Bar being the topless waitress and stripper. (The same woman being responsible for both roles - I wonder whether she got dressed after waitressing to undertake the striptease, or whether she stripped first then waitressed!) Not everyone had a room for the night and the last of the team managed to land a pavilion at the Show Grounds, for \$2 each per night. Most of us gathered in the Commercial Hotel for dinner and a drink, or





two, or three, or more. It was a great evening of camaraderie.

We were supposed to be heading for Birdsville but with the road closed there was no hope. The team gathered outside the "Backpackers" to decide on the best course of action. The decision was - another day in Longreach with Birdsville, if the road was open being the objective for the next day.

#### DAY 7 4/9 LONGREACH TO BEETOOTA (530 KM)

We were off fairly early for a long day of driving on roads that were of unknown quality. Much to our surprise the road was in rather good condition. This was the first day in the red centre, crossing a plain of red soil heading for lunch at Windorah. On to Beetoota where we would spend the night. Beetoota is just a Pub in the middle of nowhere. All the pub has to offer is beer - in three types- and a limited range of soft drinks,... I was foolish enough to ask for a stout. The response was not fit to publish in a high quality magazine. We made camp on the side of the road. It was the first of many nights when I, and others slept out under the stars, truly a wonderful experience- given the right weather



#### DAY 8 5/9 BEETOOTA TO BIRDSVILLE (170km)

Although there was not far to travel today, there was still a fairly early start planned. We wanted to be in Birdsville at a reasonable time.

By the time we reached Birdsville it was hot and the town was naturally, filled to overflowing, but not with locals, they were smart enough to leave town.

I doubt that anybody could succeed in describing the sight of the Birdsville Pub. The patrons filled the bar - literally, there being no furniture in sight- the beer garden spilled out onto the road. Behind the Pub is the airport that takes on the appearance of a car park for planes during the races. Once the races started the town emptied. The road to the track was filled with cars, trucks, buses and people. Saturday night

marked the BIG NIGHT - the black tie ball. Unfortunately we lacked the correct attire so were refused entry. However, even from the river one could hear the revelry well into the morning. The party finished about 4am, and the first flights out were 5am. One simply hoped that the pilots and the partyers were different people.

#### DAY 9 6/9 BIRDSVILLE TO BOULIA (390 km)

Another long day driving across the red centre. The dust was so bad we had to spread out over 10kms, or more.

It was a day of drama. Guido Paland and Alexander Oehler's (AK - Germany and Austria) came over a hill and hit a large pothole and bent the front of their chassis in a bad way.

Michael Mors and Oliver Becker were far

Greg Bracegirdle and Geoff Grey in the Bat Car 2CV - WA. lost a very vital pin and the rear suspension gave way.

Our destination - Boulia - is famous for the "Min Min" lights.. drivers will see the tail lights of a car in front of them. But no matter how fast they travel, in an effort to catch up they cannot do so. Even when they reach Boulia there is no car stopped at the petrol station and no car has gone through the little town.

#### DAY 10 7/9 BOULIA TO JERVOIS STATION (470 km)

We left Boulia on the Donohue Highway - a grand title for another dirt track. The sign advised the road was closed to all except 4 wheel drive vehicles, but we were not going to let that stop us. This morning we rediscovered the mud, this time red and not black.

We crossed the border at Tobermory heading west on the equally ludicrously named Plenty Highway. If Plenty referred to plenty of heat and dust, then the naming was appropriate. We soon came across our first ant hills. Twenty feet high and a brilliant deep red.

This was the first day we need jerry cans, as the full distance was without a petrol station. When we got to Jervois Station we discovered the Petrol to be 95 cents 2per litre.

ABOVE:- *Necessity is the mother of invention especially when it comes to a 2CV with a broken Chassis.*

more creative. I was following them and there on the side of the road was a pole with a sign saying B40. Rather a treat as we had not seen a sign all day. Oliver and Michael seemed to take a shine to this sign, and ran right over the top of the sign. When I stopped I enquired as to who was driving at the time of impact. The reply was that nobody had control of the car at the time. It appeared Michael and Oliver were changing driver without bothering to stop - a feat they had managed to achieve previously, without mishap. Of course, they received little sympathy. By some miracle the pole passed between the end of the drive shaft and the cylinder head and inflicted little, save cosmetic, damage to their blue 2CV.

Another highlight of Jervois Stations was the General Store. Well, there was the description provided in the notes. It looked like a large outside loo, but it purveyed ice cream in cones. In no time flat some 70 grown ups were wandering around licking icecreams in the middle of nowhere.

#### DAY 11 8/9 JERVOIS STATION TO ALICE SPRINGS (350km)

Not only a fairly short trip, but most of it on bitumen. Hooray. Of course this did not mean the end of our troubles. Mickey White discovered that the chassis was not up to the journey and decided to break in two. Rope was employed to tie both halves of the car together.

We got ourselves into the caravan park in Alice Springs by mid-afternoon which

gave a a chance to look around before making plans for the free day on the next day.

## DAY 12 9/9 ALICE SPRINGS

An early start was planned by Jost Hashoff and Alec Assbock. Whilst their 2CV van looked quite ordinary I was to discover later it was powered by a Visa Club engine. This massive power increase to 35 bhp was clearly what was required for their planned day trip to Ayres Rock. A total journey of some 1000km, it was a feat to achieve the trip in the day. Others took the easy way to Ayres Rock - by plane.

I had planned a busy day myself. First, north of Alice Springs township to the original station of the Overland Telegraph. The whole place has been restored in recent years and now is an open air museum that details the history of the site itself and the Telegraph Station. The site has been restored to reflect the period 1895 to 1905.

Next was to head west out from Alice, parallel to the MacDonnell Ranges. First stop was the grave of John Flynn - founder of what was to become the Royal Flying doctor Service. Then on to Standley Chasm. The best time of day for this visit is when the sun is directly overhead. I was

a little early, but the colours of the sheer walls were still quite dazzling. The balance of the day was devoted to the string of waterholes at the feet of the mountains. Some are suitable for swimming, others are rich in wildlife - including fresh water crocodile.

## DAY 13 10/9 ALICE SPRINGS (560 KM)

Despite this being a long trip - all on bitumen, thankfully - some of the group where up and about exceptionally early. They were off on a balloon flight which started at dawn. Paul Smyth, Mal and Steve Goodwin were away early. Their plan was to emulate Jost and Alec, make a one day, round trip to Ayres Rock and catch-up with the group in Darwin.

For the rest of us it was north on the Stuart Highway with the destination, Philip Creek Station, just north of Tennant Creek.

For me, 120km out of Alice disaster struck. I had stopped to play tourist at Ryan's Well and as the engine stopped it made a strange noise and was slow to actually come to rest. After viewing the site, I found the Dyane would not start. Fortunately Steph and Georgie Laguna going past, saw the bonnet up and came

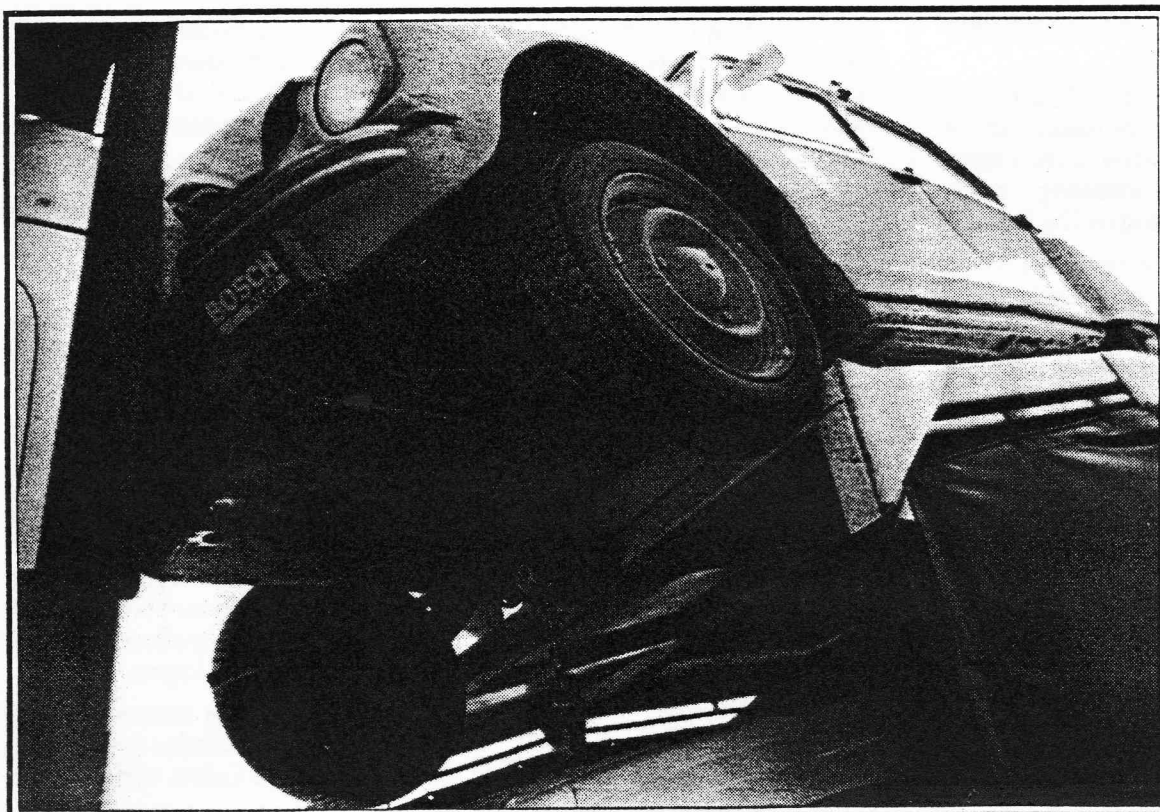
to my rescue. The pulley that the fan was bolted on had shattered. Steph had a spare on board, and I was on the road in under an hour.

The Devils Marbles were another stop that day. These boulder, resting one atop the other appeared over the crest of a hill. By now the day was drawing to a close so there was not much time spent here as I would have liked. It was dark by the time we reached Tennant Creek and we still had another 50 km to the Phillip Creek turn off.

It had not been a great day for some Raiders. Stephane and Georgie Laguna had severe gearbox problems and were 25km down the road and stuck until Jost and Alec arrived with their spare gearbox.

Annie Walters' hoses that direct the air into and out of the air cleaner were held together with tape. With the heat of the engine and the day the tape opted for an early retirement. The result was dust laden air was being forced into the engine as a result a complete overhaul of the engine was required. A small army began work on Annie's car at 8.30 pm and the job was done by 12.30am.

**What happened here? Find out in the next exciting instalment of Raid Oz '92 in the next Front Drive.**







# DESTINATION DARWIN

by our Darwin connection - Paul Williams

Three Vauxhalls, a '24 Dodge, a Riley and a Corvette, parked in the shade at Coolalinga, a disused fuel depot on the Stuart Highway, "The Track" on the outskirts of Darwin - early and waiting for the arrival of Raid '92.

A black Citroen 11BL arrives, closely followed by a D Special, a large red chevron flag appears, and an Esky. Two 2CVs arrive and Darwin's Citroens - all bar the BX's on lease to hardware and joinery owners and chefs - are all in one place at the same time for the first time.

"Could be anywhere on The Track", says the Riley driver.

"You said they left Mataranka at half past eight - must be bloody slow," says another.

The sun wins and the small group move under the sheltered forecourt of the abandoned fuel stop.

Half an hour later, a filthy 2CV, unmistakable, but so small in the passing flow of road trains and four wheel drives, screams past and continues screaming into the distance around a bend on The Track.

"Didn't even see us - going too fast. Who'd have thought that thing could travel like that?"

No one can be bothered chasing it in the late afternoon heat. A Vauxhall owner hands around more cans.

Half an hour later Lance Collins' dust coloured Feral Traction looms around the bend. It looks bigger than it really is - it has an unmistakable stance on the road.

The Vauxhall owner stands up. "At bloody last - I'll tell the others."

Lance pulls into Coolalinga and looks like he's just driven hundreds of kilometres in stifling heat and high humidity. "They're just back around the last bend having a

drink at some place - I'll go and round them up."

Lance crosses the median strip and disappears down The Track.

I've had a hard time. I've had to convince the Darwin Motor Vehicle Enthusiasts Club the Raid '92 is the biggest motoring event of the year and they should support it.

The Variety Club Bash has just generated red-necked mayhem at Uluru, and the Club's members aren't crazy about Citroens. They're a bit unnecessary, a bit foreign, not much grunt.

Lance comes back into view followed by Steve Weddell's DS, a red 2CV van with Swiss plates, Rolf Breyer's GS estate, then twenty 2CV's - vans, sedans, a "convertible", a truck, two more tractions, another DS and more GS's.

Forty something Citroens turning into Coolalinga - a powerful intercultural experience for the locals. I'm amazed at the sight.

"What a circus - Christ - from Brisbane - Jesus!" (Yes they are small and yes, via Birdsville). The Darwin Motor Enthusiasts aren't lavish with admiration, but the spectacle has overtaken their prejudice.

A few quick handshakes and a few words and everyone streams out of the dust and heads up The Track to Darwin.

Tractions come with that miserable little rear view mirror on top of the dash and I've clipped on a wider lens. From the front of the stream of Raiders, the rear view is full of 2CV's. Rounding bends offers an amazing sight through the back window.

Twenty-odd K's of this and we're all on the Darwin Esplanade by the Beaufort Hotel. We'd stuck a hundred and twenty witches hats along the parking bays at 6.30 that morning. Darwin's anarchists

have driven over most of them and taken all the parking spots. We find enough places for everyone, including the rest of the Motor Vehicle Enthusiasts who knew how hot Coolalinga was and didn't bother. (Jaguars, MG's Austin Healeys, Vanguards, Morris Minors and all those pre-'60's American things).

Alliance Francais de Darwin haven't shown up with the drinks.

"Take my keys, get a few slabs of green cans, take it out of Club Funds."

They came back with Carlton Light - thinking "small cars, Poms and other, some with beards - better get lights."

A black chopped '49 Ford with flames painted on its flanks with "chief" on the number plates rumbles up and parks illegally.

A slim guy in a checked shirt and a grin gets out and is introduced to the drinking Raider as "Marshall, (Perron) the Chief Minister of the Northern Territory."

He says he likes cars and welcome to town.

Aside, quietly, he says "Not exactly my favourite cars, but those old ones look passable", pointing at the three Tractions.

He's introduced to Lance Collins, who looks like he's just driven hundreds of kilometres in stifling heat and high humidity, and they become big pals leaning all over Lance's car.

Eventually the word gets around that the locals will take bunches of Raiders to their Caravan Park on the other side of town and bunches start heading off. Exuberant driving is noted. Connie's rear view mirror in the DS is filled by a bunch on a three lane stretch near the Airport.

Synchronised driving manoeuvres, lane hopping and handshakes between cars end with Lance Collins, who looks like

he's just driven etc, pleasing the crowd with both right hand wheels on the median strip at eighty K's

Sunday at 7.30 am at the Caravan park, the convoy informally reforms and heads for East Point on Fannie Bay, Darwin Harbour.

This is it. The Tropics in the Ansett brochure. Palms, sand, green and blue everywhere.

Under a beach shelter the indefatigable Motor Enthusiasts catering and functions division (Marg and a couple of others) is serving breakfast for a hundred and fifty at two bucks a head.

Some Germans park a 2CV van under a coconut tree and do tarzan things and dent the van's roof as the coconuts drop.

An indefatigable Motoring Enthusiast, Morgan's workshop manager John Lengton, climbs on the roof of the beach shelter and take group photos. (Say "SEX", he says - they do). Peter Morgan says his workshop is available and the whole party abruptly ends.

They've swarmed and homed at Morgan Motors. What follows can only be appreciated in photos - you had to be there. Four hoists, steamcleaners, air tools, welding gear, motors out and stripped. Even

Steve's DS got some grease. The oil bath air filters on Alec's Traction reveals the country the Raid has passed through. John Lengton is ubiquitous. He knows where everything is and they all know his name.

The photographer from the NT News turn up. She'd been at yesterday afternoon's welcome while this morning's breakfast was cooking. It's the only press in town, a work experience paper, really.

Peter's mechanics tell me later the workshop was spotless the following day when they clocked on.

Raiders exhibit an independence of mind and disperse all over the Top End over the next day and a bit. Leigh Miles and Steve Weddell go to Litchfield Park, some go to closer tourist traps. The locals tell me later they've seen a of fiats in town..." all funny colours, but covered in dust."

Mozzies and sweat, swimming and beer. Darwin just before the wet season. I'm worried - at Kakadu they'll be eaten alive.

Tuesday morning the informal reform. Lance looks like he's just driven hundreds of kilometres in stifling heat and high humidity. They're in the morning paper and we all head down to say farewell to Peter Morgan and John Lengton. Peter gives everyone a paper. Farewells,

petrol and air and a quiet run out of Darwin with the sky becoming grey. I'm sure they've just beaten the first storms of the wet season coming from the Arafura Sea. Good timing.

I pull off the road at the Kakadu turn off just before Humpty Doo and they all pull in behind. Rutard says he's going to Barramundi Falls, we say we'll write to the Swiss couple, handshakes and "take cares". Lance has a spare seat and I've got to work tomorrow. Am I tempted? What do you think?

We watch the circus leave town and turn back up the track to Darwin.

Conni says, "Wasn't too hard at all, really"


Phillipe and David's tricolour GS passes opposite going south, the last Raider out of town. The two of us go back to being the Darwin Citroen Club.

"Wouldn't mind going on the Raid in '96. Have you noticed the vibration at about a hundred?"

"Engine mounts I suppose"

Paul and Connie - Darwin October '92

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# About Slough and Slow 2CVs

Isn't it interesting to follow the life and trials of a Slough 2CV. (Or any other old Citroen for that matter).

Although this story is really about 2 old 2CVs (a '53 and '55 model). Both had reached the end of their working lives and were sadly sitting in a yard somewhere in Victoria, Melbourne I think.

Anyway, there they were very rusty, dented, twisted, incomplete and unloved. Enter Willem Voorwinden, the intrepid Dutchman from Albion Park, New South Wales. He purchased both vehicles for 500 dollars back in 1984.

Chassis numbers were 8530024 and 8551037.

The two wrecks were duly trailered to Willem's magnificent self built rustic mountain home.

For the next 5 years or so at his leisure, Willem produced one whole 2CV from the two wrecks.

The body of the '53 car was retained and the '55 car became the donor. So sadly, 8551037 is no more, although the chassis and part body are still sitting in the loft of Willem's barn. (Both in my opinion are beyond repair. Willem also used the 425 engine from the '53 car.

Although not exactly to original specification, like GS front seat, wrong bumpers, wrong roof and rear window etc, at least another old 2CV was saved. Willem got the car registered and advertised it for sale for 4,500 dollars. He sold it to a chap in Sydney, who I heard through the grape vine, found the 2CV far too slow for his liking and he too offered it for sale through the Herald classifieds for \$6,500.

For many months after that it kept popping up in the paper with the asking price gradually getting lower.

Then it went quiet for a while and about a year later it popped up again in the Herald - still the same owner.

Now the 2CV was unregistered and the price was now a realistic \$2500.

A week later it appeared in the Haberfield car yard of the then Citroen agent Keith Goodman. (It was a shame that Keith's yard got into difficulties, as he really loved Citroens old and young).

When I fronted up in my 1976 2CV6 outside his yard he straight away wanted to come for a ride.

Apart from selling new BX's, he had a yard full of good used Porsches, Mercs, BMW's, Jaguars, Bentleys etc. but he had more fun in my 2CV and wanted to know all about it.

He had already ordered a brand new Charleston for himself!

So, anyway, Keith now owned this ex-Willems old car and he advertised it together with a nice dark green Traction. \$5,000 for the 2CV. No takes this time, for the next thing I knew the two cars were entered in one of the Gilltraps vintage car auctions at Darling Harbour (not long before Keith closed his doors.

Someone told me the 2CV got passed in at \$1,500.

Then I lost track of it again for a while. Till a few months ago when I

received a phone call from Andrew Begelhole from Victoria (Warnambool). Andrew wanted to know if I knew of any old 2CV for sale. (AAAHHHAAA... I am not the only silly one.)

The same week that Andrew rang, the Sydney Trading Post carried an advert for a 1955 2CV for restoration for a mere \$800! (More about that one later).

So I told Andrew that one, and about that very rusty one in Neutral Bay and the partly restored French one.

Andrew informed me he was also investigating Willems old car which had now surfaced in Canberra!

Anyway, to make a long story short, Andrew ended up buying the Canberra car for \$1500 or so. The owner paid Goodman \$2900.

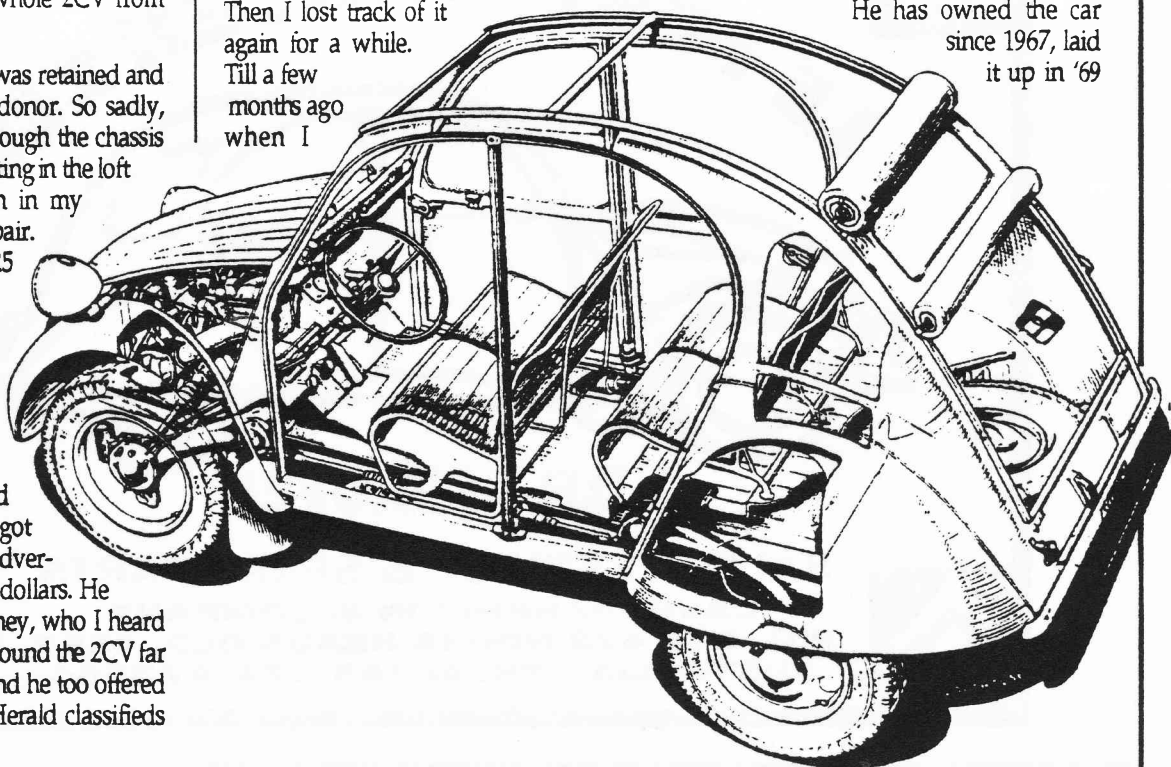
Andrew did ring up about the Newcastle \$800 2CV, but was told the car got snapped up the day the ad appeared. Things are looking up!

Ah well, Andrew is happy with his car and he is no stranger to restoring old cars. (He's done a Traction)

By the way, Andrew is looking for some original seats (frames) Can anyone help?

Andrew also gave me the phone number of a Noel Essex of Apollo Bay, Victoria. So I rang him, and Noel, a friendly chap told me his is a '57 model which is stored somewhere in Gippsland Victoria.

He has owned the car since 1967, laid it up in '69





with a broken crankshaft. Chassis number of this car is 8571088.

I also received a letter from Paul Chapman also from country Victoria. Paul owns a partly restored 1957 Slough 2CV but business commitments and halfway building a new house put a stop to all that.

But one day it will be back on the road, Paul assures me. (Sounds like my car.)

He goes on by saying: "Formally I had an enormous pile of pieces which came from Central Victoria, these passed on to a chap in your state called Willem Vorwinden, who I understand has managed the impossible feat of turning the pile into a 2CV"

Paul omitted the Chassis number in his letter so I'll have to chase that one.

I received yet another phone call from Victoria. From a fellow (I never got his name), wanting to purchase an early van (I would like one to please!)

I gave him Leigh Mason's phone number as he is the only one I know who has an

early van, although a very rough one I understand.

Let us now go back to the \$800 2CV.

This was owned for many years by Colin Felds from Dural NSW. The last time I saw it, it was in pieces.

Sometime last year he sold it to Allen Blevin of Hawks Nest, (Newcastle).

Allen recently suffered a minor stroke and could not start the restoration. Paul Smyth of Newcastle environ Citroen knowledge fame, hearing about this car, and rang me up some months ago.

"I've found a Slough 2CV for you!" I was a bit disappointed as I already knew the car and because you always want to add to the list! "He wants to sell!" Paul said. "Very Cheap"

At the next Club meeting I mentioned the cheap 2CV and I expected to be surrounded by eager 2CV lovers begging me for Allen Blevin's phone number. But all I got was many blank stares. What's the matter with you people. Don't you recognise a bargain when you see one?

Anyway, Allen advertised it and a Geoff Spaulding from Sydney raced to Newcastle and snapped it up.

To be fair Geoff is a coachbuilder (no he doesn't build buses) and restorer by trade and has recently restored a Traction.

So a crummy 2CV needing complete restoration poses no real problems for him. The car is very complete and the chassis seems quite sound (8551088). Unfortunately sometime during its life it has suffered the third window treatment. Geoff thinks it might be original, but I am pretty sure it is not. Anyway, I'm happy the car is in good hands and staying in Sydney.

The resurrection of my 2CV has halted considerably since I have moved house and had other pressing commitments to attend to (Like owning briefly an Aussie built ID 1966, but that's another story)

I have decided to look for another bonnet as this one is near impossible to get right (rusted near the hinged area and not to mention the twisted louvres in the grill. Anyone know of one?

At present I'm doing a course in welding and panel beating and my teacher and I have suffered untold hardship trying to fix the metal bootlid (which was broken into many years ago with a crowbar).

The metal is so thin and so hard to shrink, that it drove us both nearly insane.

I don't think there is another car in the world made out of metal so thin. The teacher and I have decided to make a brand new bootlid!

The first Aussie build Slough 2CV bootlid perhaps? More about by old 2CV next time.

Last Easter I looked up Peter Wilson in Brisbane who owns a '53 model (chassis plate missing)

Peter, and Lee Owen also of Brisbane with another '53 car, are the only Queensland cars on the register. More Please

Peter bought his car in pieces Quite a few years ago and is slowly being restored. Peter, if you read this, I'll have to come back one day because none of the pictures I took came out

Please let me know if you hear or see anything regarding old 2CVs Remember an STD phone call on Sunday costs only one dollar for 5 minutes, or writer to: Bert Houtepen, Box 405, Burwood 2134 New South Wales. Phone (02) 746 9920

## for sale



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Some rust in LH Firewall and sill minor rust in doors, otherwise OK. Interior rough, need re wiring. engine not running but gearbox in good condition. Car is complete except for 2 hub caps. Spares include 4 complete doors - no rust, big boot lid, 1 Workshop manual. \$1,500 Neg. Contact Ivan Cook 68-70 Princes Hwy, Narooma NSW 2546 (044) 762 446 (Photo above)

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## D Y A N E / 2 C V

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SEAT RUBBERS	\$1.00
WIPER BLADES (PAIR)	OOS

## E A R L Y 2 C V

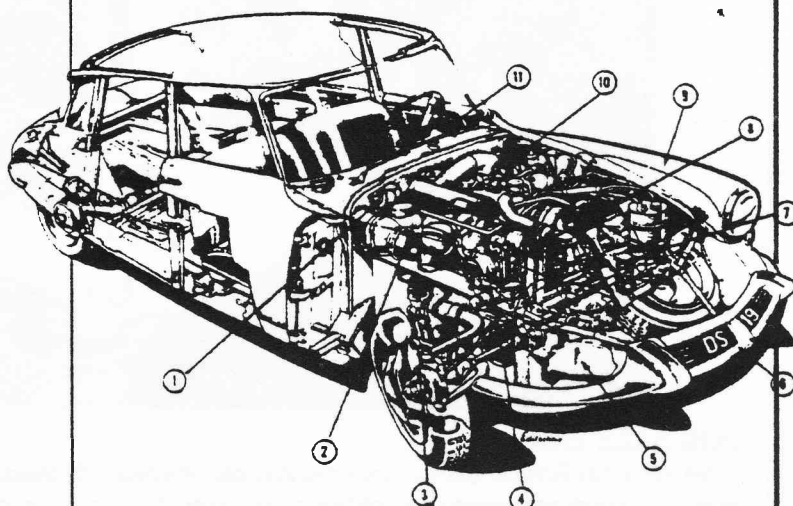
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