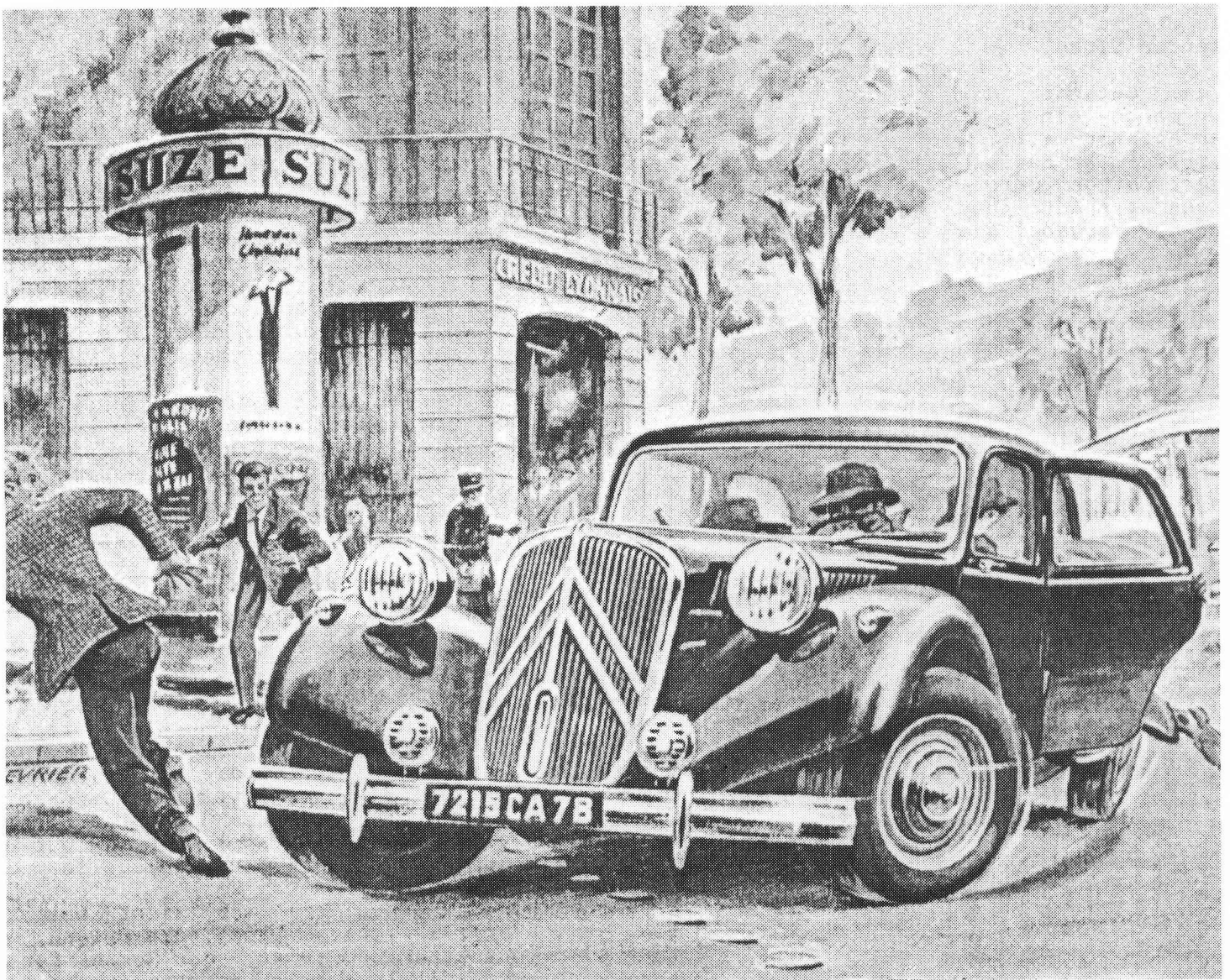
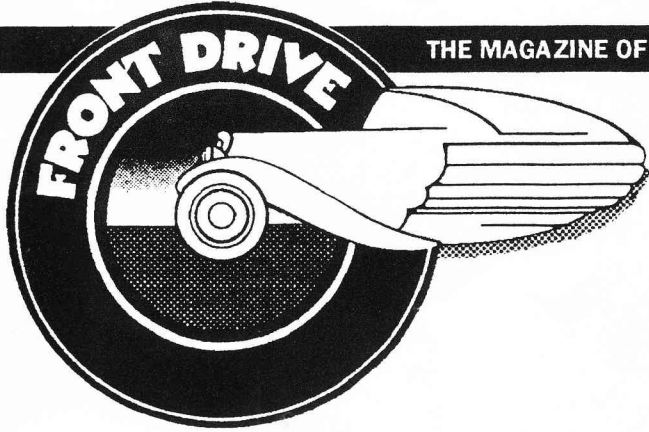


FRONT DRIVE

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

MAY-JUNE 1993



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From the desk

Oh God, I have done it agains... for the umteenth year I am back on Committee. Yes reader in spite of the usual round of Editor bashing (mind you some of it is justified) I'm back in the trenches ready to stick my head up again.

On the magazine front - you know the thing you are holding- the mag is going to have considerable changes to it content and frequency. Firstly the A'Tractions is to be killed off. Yes it has served us well over the years. But it has to make way for even more of these big buggers, bulging with riviting exciting you beaute stories. (Hey there, anyone know any riveting exciting you beaute stories to send

in.)...Look even if they're not that good we have a hole department dedicated to making Concours purses out of rust old sow's ears.

You will see this little beauty in the letterbox every two months like clockwork I refer to the minutes of the first committee meeting forwarded to me (I was stuck at work for the last Committee meeting and could not go) "The frequency of the magazine was more important than high quality and lots of pages. Even if it is only 1/2 doz. pages it's to go out on time" Let's get serious, I would not dream of throwing together a couple of pages of useless shit and trying to pass it off as a magazine. The new Editorial sub Committee's has two main aims. Firstly to increase the quality and content of the magazine and secondly, to meet deadlines and deliver on time.

On the article front, we require articles from members one restoration tips, their cars, someone else's cars, their travels and adventures. Even if it is only a paragraph or two, or perhaps an interesting photo with a captions send 'em in.

If you have any offerings please send them direct to me by mail at the address listed to the left, or by fax (03) 528 4549 - yes it is the same as the phone number, it will automatically switch across to fax mode. All far too high tech for a Duck owner.

On a far sader note just as this issue was being put to bed, the news came through that a dear friend of many of us had passed away - Iain Mackerras. His enthusiasm for life and the Club will always be remembered and the struggle over the last year with his health is hard to forget. Even through that period Iain was a regular contributor, organiser and attendee. My deepest sympathy to my best buddy Leigh Miles whose strength, support and love for Iain was untiring. Enjoy this issue.

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

Did you notice whether or not the world stopped last Wednesday night? This comment was passed by a Citroeniste who heard, after the event, that there's a woman in charge! I thank those of you who attended the Annual General Meeting on March 24 and had the faith (?) to hand the position of President to me. As there was not a rush of extra nominations I must accept the meeting's wholehearted endorsement and get on with the job.

This is the fifteenth year of the operation of the Citroen Classic Owners Club of Australia Inc., and I hope it will be one of our most exciting. Personally, the new "First Lady" and myself accompanied by ever suffering Junior Citroeniste are challenging the Nullarbor in the Light 15 to attend the first National Rally to be held in Perth.

The forthcoming Austraction weekend shows all the signs of being a fabulous event - if the advance bookings are any indication - Iain's first efforts as Activities Officer were so well received by those who attended, it's no surprise that this year's rally has generated so much advance interest. This year's calendar of events will offer something to attract and interest all members... and if it doesn't, please let us know.

In your last edition of the magazine, you will have received a renewal notice (in bright yellow) for subscriptions for the 1993-94 financial year. Please note that all subs fall due on March 1st - so return your form and cheque ASAP. We would ask you to complete all the details about your cars as our records are undergoing a major overhaul - besides for those of you who have been referring to "last years form" for a number of year's now, some of those forms have gone missing and with them the information!

Elsewhere in this edition you will find a report from our outgoing President, Ted Cross. Thank you for your time and effort on behalf of the Club; I hope you can now begin to enjoy you hobby. On behalf of the new committee and myself, I would like to thank all those who put us where we are now - and hope that our efforts on your behalf over the next twelve months will see the Club grow and prosper.

Vive le Chevrons! Robbie Stockfeld

IAIN MACKERRAS

1948 - 1993

CCOCA Committee member 1991-1992

Past away on Friday 23 April 1993, aged 45.

*Our sincere sympathy to Leigh and Iain's family
from CCOCA Inc.*

The good ones are always the hardest to loose.

1993 CALENDAR COMING EVENTS

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

A P R I L

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 not, to see what they missed.

M A Y

SUNDAY 16th TECHNIQUE CITROEN

Event	Technical Day
Venue	George Tippet's Residence 20 Belmont Avenue East Kew
Time	10.00 am

CCOCA member, George Tippet offered to host a technical day for Club Members. Bring a picnic lunch and, hopefully, learn something new.

WEDNESDAY 26th CLUB MEETING

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

Bring your Melway Maps and try to out-fox the organisers of this relaxing Observation Run. No leaping out of cars, no worrying about taking the wrong turn and having to backtrack, just get to the correct destination, answering a few simple questions along the way. Prizes for "First Home and Neatest Correct Entry".

Hint: We found last time that not all Melway's are the same. The course will be set using the 21st edition - 1992.

So come along and enjoy a port and coffee while you navigate around Melbourne.

28th - 29th

Friday Evening,	Saturday Morning
Event	VDC Swap Meet
Venue	Show Grounds-Ascot Vale

J U N E

11th - 14th VOYAGE CITROEN

Event	Austraction '93
Venue	Horsham - Wimmera Victoria

Plans are now completed for the Queen's Birthday Weekend Austraction Rally. The venue - Horsham - has been selected for its high potential for good weather and its proximity to such tourist attractions as the Grampians and the wineries of Great Western - this could provide an opportunity to visit the famous champagne drives of Seppelts.

Be sure to keep this weekend free for the major CCOCA activity of the year.

WEDNESDAY 23rd CLUB MEETING

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

This is an opportunity for you to sample fine wines - both red and white while you view an array of Citroen models.

So, be sure to bring along your favourite Citroen Model for judging in this Concours with a difference. You may not have the top full size Citroen in the Club, but you could well have the best model around. Judging will be in three classes, with prizes.

Class 1 Traction Avant
Class 2 2CV and other 2Cylinder models
Class 3 All others including ID, DS, GS, CX, Vintage

VOYAGE CITROEN September 24 - 26th

CCOCA Camping Weekend -
Warnambool - see next magazine for details

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 Melway Map ref 42, H12
Time	10.30 am

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

Join us in celebration of the French Revolution, and Show off you revolutionary French automobile. For members in Geelong and the West of the state. rendez-vous with other Club members at the destination, if you prefer.

J U L Y

WEDNESDAY 28TH

Event	Go Kart Racing
Venue	Blue Thunder Indoor Karting Centre Lot 2, Canterbury Road, Kylsyth Melway Ref. Map 51, H9
Time	8.00 pm

IF THIS EVENT IS TO PROCEED YOU MUST COMPLETE THE BOOKING FORM INCLUDED WITH THIS MAGAZINE - THE EVENT WILL ONLY OCCUR IF SUFFICIENT BOOKING ARE RECEIVED BY 1ST JULY.

Here's something new for members. If we have sufficient interest we will be making a group booking at the Blue Thunder Karting Centre for an evening of fast racing. The Blue Thunder Centre provides full safety gear for all drivers. Cost, naturally will depend on numbers, but as an indication 20 people will cost \$20 per person with everybody enjoying two 1/4 hour rides.

Booking will be essential for this event. Details to follow.

The Last Word OUTGOING PRESIDENT'S REPORT

The last 12 months have rushed by and my time as President has come to an end. It has been a busy year personally and all of the Committee have worked well as a team to keep our Club progressing. Some of the highlights were French Day 1992 (CCCV & CCOCA), the Concourse at Spotswood Science Museum (CCCV & CCOCA), the long weekend at Yarrawonga, and more recently the Gourmet Deli Day Run to Gippsland.

In my view areas for improvement in the Club are provision of a Bi Monthly Magazine with strict deadlines and more interesting monthly meetings to encourage greater attendance.

I want to give special mention to Peter Fitzgerald for the exceptionally high standard of the Magazine, and Iain Mackerras for providing many fresh ideas with activities.

Unfortunately the Club faces an uphill battle to retain or grow membership given that very few eligible cars appear on the Market anymore. The 2CV segment is our only growth area and we need to attract owners to our Club in the future. But not to the detriment of Tractions and other models.

Having been a Club member for 10 years and a Committee member for 7 years. I have made many wonderful friends within CCOCA. However, work pressures and the belief that Committee positions should be regularly reviewed and changed, means a break for me. Is there any body out there who will take on the Treasurer's role this year? This position was not filled at our AGM.

The Committee was pleased to award the following prizes this year.

Club Person of the Year

Russell Wade - for outstanding support over the last year.

Arthur Clarke Award

Robbie Stockfeld - Continuing improvements to her Light 15.

Concourse Outright Winner

Bryan Grant - KSE-Still the best!

Merit Award

Lance Collins - for organising Raid OZ 1992

Finally best wishes to the new Committee for their "extra Commitment" to CCOCA; in particular to our new President Robbie Stockfeld. Robbie has made an outstanding commitment to CCOCA over the years and works tirelessly for our Club. Knowing her as well as I do, I am certain she will make a substantial contribution over the next 12 months and deserves everybody's full support. - Ted Cross

DIARY OF A RAIDER

FROM THE TRAVEL DIARY OF LEIGH MILES

Continued from the 1992 Xmas edition.

DAY 14 11/9 PHILLIP CREEK STATION TO MATARANKA SPRINGS (510 KM)

We continued north along the Stuart Highway. This was the part built during the War to link the north bound railway ending at Tennant Creek to the South bound railway at Larrimah siding - completed in just 90 days.

We stopped for lunch at Daly Waters. Most of us at some point during the day stopped off at the Daly Waters Pub. The Pub is a sight to behold - the walls are covered in memorabilia and forced "Australian-ness" of the establishment enabled it to win the award for the best tourist development in the Territory.

For me the highlight was the airport. Built in 1929, this was the major touch-down for QANTAS on the Singapore-Australian leg of the London-Sydney flight in the 1930's. It was also used by the RAAF and at it's peak it was not uncommon for six aircraft to land here in 15 minutes. Today the hanger has been restored by the National Trust and a display established inside.

Mataranka Springs was reached late in the afternoon after a long, hot drive. The water from the spring is 34 degrees C but the area where you swim is pleasantly warm so the majority of the rest of the day was spent right there. After dinner a number of us returned to the water ignoring the sign warning of fresh water crocodiles after dark.

Mataranka is also the site of the copy of the original Elsey Station made famous by Mrs Aneaus Gurn in her book "We of the Never-Never". The copy was made for the filming of the book. Here lie buried Aneaus Gurn and many of the famous characters in the book.

DAY 15 12/9 MATARANKA SPRINGS TO DARWIN (420KM)

This was another one of those days with a deadline at the end of them. We had to be on the outskirts of Darwin to meet the Northern Territory Motor Vehicle Enthusiasts Club who were to escort us into the centre of town. But we had plenty to see before we got there.

Katherine Gorge was not on the official itinerary, but a number of us were keen to see this wonder. So we headed off early - I mean early - 4am. Our first call was Katherine itself to see a collection of cars owned by Noel Neil who we met at Birdsville. In his Carport was an MG Y, a Mark 1 Zephyr, two Ford Trucks - a T and an A, and eight cylinder Mercury and a Rolls Royce Silver Shadow. All started perfectly and started impressively. In a shed out the back was a Consul, a couple of Fordson tractors and another T Model partway through acquiring a new body made by Noel, of timber.

Next stop was Pine Creek - once a gold mining town of considerable size. I had determined to visit another site on the World War 2 Heritage Trail - Fenton Air Base. The guidebook advises that this is private property and approval must be gained prior to entry. Despite four phone calls no answer was forthcoming. So I decided to go without approval. Even though it is not sign posted I finally found it. It was an eerie experience to stand in the middle of the runway and find the aircraft grave yard where the remains of crashed or damaged planes were deposited to rot.

I was running late - but I was not the only one. Eventually I found the Raid en-masse in company with the NTMVEC. We got underway and made quite a showing on the road into town. The Reception Committee included two 2CV's - one belonging to the local Citroen Dealer, Peter Morgan.

The destination was the foreshore for a chat with the locals, of course a beer, and a welcome speech from the Chief Minister of the Northern Territory - Marshall Perrin, who also owned a 1940 Yank tank as a hobby - a bit hotted up though.

DAY 16 13/9/ DARWIN.

After Breakfast supplied by the NTMVEC we retired to Peter Morgan's workshop for some need repairs. In spite of a power failure repairs were completed on my car with time spare to play tourist around Darwin.

DAY 17 14/9 DARWIN

This was a free day for the Raider - most had completed their repairs

I went to Lichfield Park - about 120 km south of Darwin. The highlight of the park is the "Lost City" - a sandstone rock formation that resembles a petrified city, not to mention the waterfalls and the lakes that were so warm even I ventured in for a swim.

DAY 18 15/9 DARWIN TO COOINDA (KAKADU) (250KM)

Today it was off to see - what was for me and I am sure others - Kakadu National Park. It was an easy trip to Cooinda - the resort where we stayed. Easy except for the Blucks who took a wrong turn.

We continued east to Jabiru where some visited the motel that is built in the shape of a crocodile. Whilst I was assured it was done in the best of all possible taste, I doubted the claim and headed straight to Cooinda.

After the heat of Darwin and the prediction of even hotter and steamier weather at Kakadu. I teamed up with Phil Ward to occupy a cabin (more a dog box, but an air conditioned one) at a mere \$12 a night

We retired to the open air bistro for a refreshing stout and a spot of lunch to plan the next day and a half.

That evening Vicki Edgar and I took the "Yellow River Cruise". The cruise lasted two and a quarter hours and was the best \$25 I have ever spent. For most of us the crocodiles were the main objective and we were not disappointed. At one point the barge was within a metre of one lying on the bank! The water was filled with them too. We found that the bird life turned out to be the highlight, of us heron, jesus birds, egrets, pelican, sea eagle, jabiru, snake birds, comorants, kingfisher and ducks of various types were to be seen quite close to the boat.

Most Raiders ate in the bistro that evening for a convivial ale or two. At one stage Christian told Lance what a great Raid it was and how much the French team were enjoying themselves, despite the fact that Lance had early in the Raid described Christian as a "clog wearing hunchback" (I should note in Lance's defence that at the time he believed none of the French had any command of the English language)

We chose a piece of meat or fish - the brave among us tried camel, got our salads, listened to the band which kept us going. The last of us were very late to bed.

DAY 19 16/9 COOINDA.

Another free day. Some intended to laze by the pool and other worked on their cars (I was at a loss to discover why so much work needed doing so soon after the overhauls in Darwin). Other raiders used as much of the day as possible the sight-see.

In the morning I went to Nourlangi Rock to listen to the guide's talks - two were about aboriginal art and the third, archeology.

I had planned to return to Cooinda for lunch and head out again in the afternoon, however the heat and offer of lunch in the restaurant with Lance Wendy and Phil was far too attractive to miss. So lunch it was followed by lazing around the pool.

We had another great evening eating and drinking in the bistro.

DAY 20 17/9 COOINDA TO ROPER BAR (550 KM)

We left Kakadu heading south back to Pine Creek. Once we were on the gravel we found ourselves on a bitumen road of fast sweeping curves. I do not know about the others, but the Dyane revelled in this trip. I think it was one of the most pleasurable mornings of driving I had on the trip.

We re-joined the Stuart Highway at Pine Creek and went back to Mataranka via Katherine.

For some reason the drive east was very tiring. Hours of driving across flat country, with nothing of any interest to look at. The road was signposted to Roper Bar, straight ahead. And indeed straight ahead is the bar across the river. We found the "township" I put township in commas because it consists of a General Store. Just that, nothing else. We discovered that the locals had rioted at Christmas 1991 and burnt the Police Station down which explained the burnt-out shell of a building with a panel van still in it on our way in.

Some raiders had clearly mis-understood Lance Collins when he told them there was a General Store at Roper Bar. Whilst there was a store, and petrol, there was no alcohol to be found for either love or money. So, for some Raiders it was a dry argument that evening.

DAY 21 FRIDAY 18/9 ROPER BAR TO BOROOLOOLA (370km)

This is the first road of the trip that is not

actually detailed on my map. So it must have been bad. On the way we found a large lake covered in water lilies, in bloom as far as the eye could see. Alec Lowe was there with a line in the water. No sooner did the line hit the water than he was reeling in a rather large barramundi around a metre long. His best catch of the trip. For some the next stop was for breakfast on the banks of Towns River.

Lunchtime saw us at Limmen Bight River - no swimming, estuarine crocodiles. We naturally believed we were the only idiots on this road don't you believe it. There, up ahead was a small grey sedan. Two-tone. With little fins yet! Imagine our collective surprise to discover a 1959 Morris Minor Elite traversing the same road. The driver, in his sixties, with his dog, were taking the road at a slower pace than us, but not doing badly. The car was in immaculate condition, looking as though it had just been driven, that morning, from the showroom floor.

About halfway along this road Jean Marie Legal split open the rear suspension arm of his 2CV. They decided to continue to Borooloola to have it welded. Because of the rough road they had to drive very slowly and made it by 2.30am! We made Borooloola by mid afternoon.

After putting our tents up we headed straight for the pub. There was only one entrance to the pub which led to a large bare room there where two further doors led to the right and one to the left, Ian Gamble made for the right hand door only to be told by the staff that there would be trouble if a white went into the black bar. The door on the left hand side led to the white bar. Well not quite. For there sitting under an umbrella in the garden was an aboriginal, quietly enjoying an ale. The restriction on entry to this bar was by dress code, not colour. However, entry to the bar on the right was governed by the patron's colour.

An early night was called for as we had a 6am start!

DAY 22 19/9 BOROOLOOLA TO ESCOTT STATION (510KM)

We did not hit the road till 7.30 am. The French Team had decided overnight to pull out of the Raid. The stress of the last day, on top of the hard driving of the last month was too much for them to handle. So, Lance had a quite long talk with Christian and Jean Marie in the hope of persuading them to continue, but to no

avail. They had made up their minds. We did not see the French team again.

Some might say the French had made the right decision. The road was appalling. The corrugations at the start were the worst of the trip. Not far out of town we all pulled over to discuss whether we should all continue or head out by an easier road. We stayed on the route. We were foolish.

The lunchstop was on the NT/Queensland border at Wollongorang. I was from here that the road deteriorated even further. Lance had threatened us with the bull dust we would encounter once we crossed the border into Queensland. The road appeared fairly smooth, but after running through what turned out to be a pot-hole the dust runs straight back into it, so the next car has no idea of where the trouble spots are. The 70 or so kilometres from Wollongorang to Hell's Gate took us 2 1/2 hours!

At Hell's Gate I commented to Lance that there was a clunking from the front of the Dyane. Ian Gamble was able to supply both grease and a gun and gave it the grease it was crying out for.

After Hell's Gate the road had improved a little. We realised how bad the road was when we saw a large multiwheeled, multi drive truck-cum-tour bus with shredded tyres, apparently bogged on the side of the road. By dusk we were still a good distance from the destination. We thought we should camp there, but Lance persuaded

most of us that we should continue on. 3 cars stayed overnight. the road remained atrocious and the cattle started to wander onto the road.

The day had not been plain sailing for other on the trip Guido had suffered three flat tyres, he had broken the pulley on the back of the fan, there was a hole in the petrol tank, one king pin had broken whilst another had risen out of it's housing. We had at this stage realise we had missed the turn off to Escott and had to go back a few kilometres. I should note that this little motoring disaster all occurred on Guido's Birthday. Great!

When we finally got to Escott I think I was incapable of doing anything at all. I decided to sleep under the stars again, rather than going through the pain of putting up a tent. I bought a beer but I was almost too tired to drink it. Guido shouted everyone a beer. Tomorrow would have to look brighter.

DAY 23 20/4/ ESCOTT STATION TO LAWN HILL (230KM)

This was a fairly easy day of driving. When we got to Lawn Hill we needed to talk about camp sites, because there are limited sites at lawn Hill and not everyone would be able to camp there. Lance had told us the limit was 30 cars, but some cars had three people and other only had one. So, Phil and I persuaded the Ranger to nominate us as one site rather than two,

thereby enabling another car to gain entry to the Park.

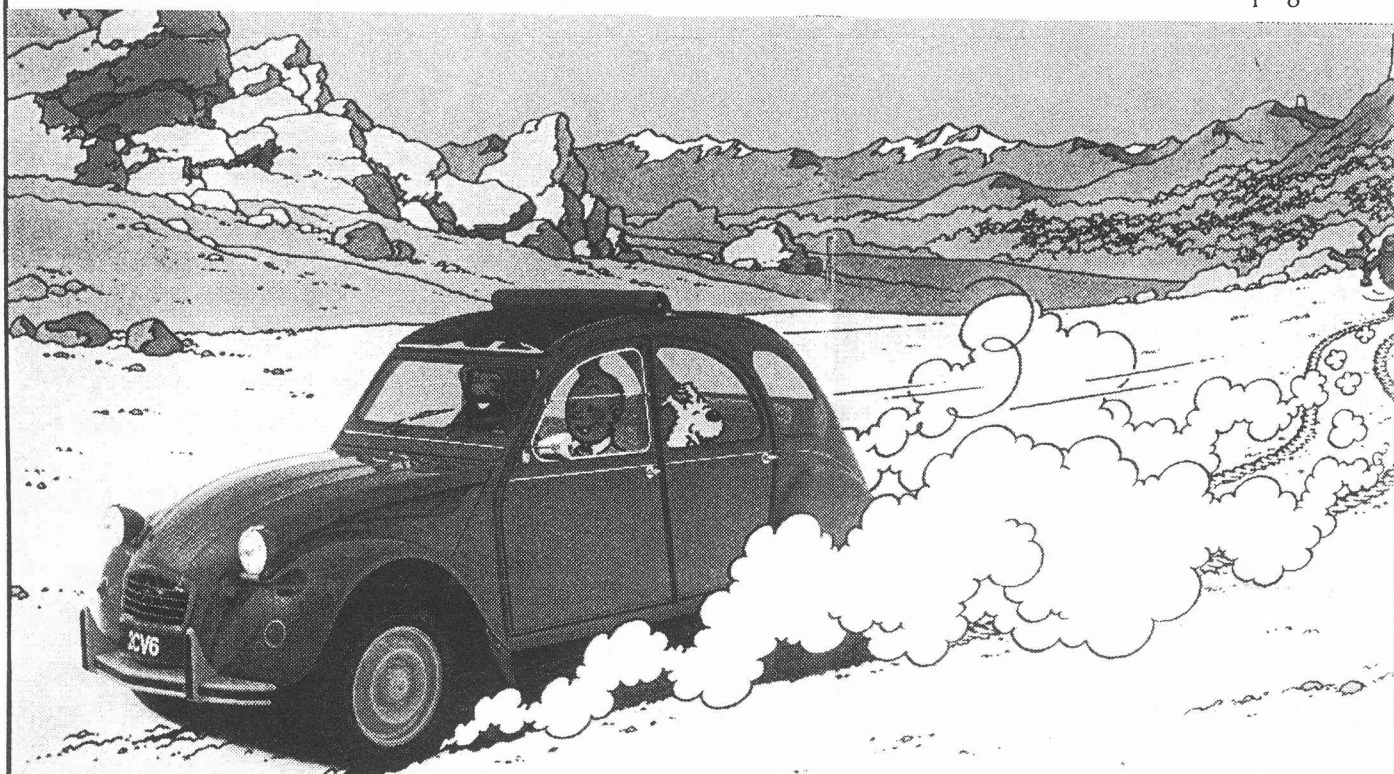
Lawn Hill National Park is centred on a deep gorge carved in limestone and sandstone of the Constance Range by Lawn Hill Creek. the scenery is spectacular - red cliffs rising vertically from the waters edge, the crags overgrown with palms and other greenery. the energetic one walked up stream, the lazy ones hired canoes for the afternoon. It was a kilometre to the water fall which was in two parts. The left provides a most amazing massage. You sit under the flow of water. When you get bored you move to the right which is a natural spa.

While all this was happening Lance was on the side of the road with suspension trouble. He arrived at Lawn Hill in sufficient time to take the boys canoeing up to the waterfall before dark.

DAY 24 21/4 LAWN HILL TO NORMANTON. (400KM)

Once back on the main road it was bitumen all the way to Normanton. Or at least it was for most of us. The official route was on unmade roads again, however most of us rebelled against the organisers and stuck to the black top.

Most of us stopped at Gregory Downs for a late morning beer, before heading in search of the bitumen. Next stop Normanton, and a highlight for me - The Gulflander train. I had seen a programme



on the train. The very idea of a railway from nowhere to nowhere, that had been in continuous use for almost a century, running on steel sleepers - what an experience to travel on. I headed for the Railway Station and I found it was closed. However the sign on the window of the ticket office advised the Gulflander runs from Normanton to Croydon every Wednesday and returns on Thursday. Tomorrow, the only chance to ride this train was Tuesday.. The organisers could arrange to be in Birdsville for the races, but could not get the right day of the week to be in Normanton.

Most of us ate at one of the pubs. I was foolish enough to ask the beffrocked item behind the bar what was included in the "Fishermans's basket". Oh ignorant soul that I must be. The answer came back "Seafood".

DAY 25 TUESDAY 22/4 NORMANTON TO MT SURPRISE STATION (450KM)

We discovered from the owners of the Caravan Park that it was possible to charter the train for the morning if we got 20 people for \$20 each. this was well work the bother. As we also heard about the history of the area and the train from Len Taylor the driver.

After the trip we headed of towards Mount Surprise Station. It was an easy trip to Mount Surprise township stopping along the way at Talaroo springs for a swim..

It was dark by the time we arrive at our destination. the property is owned by a Citroen Enthusiast, with money! He recently bought a new XM for his 90 year old mother. All were most grateful to our host who took time to talk with most of us that evening.

DAY 26 WEDNESDAY 23/9 MT SURPRISE STATION TO CHILLAGOE. (130 KM)

Whilst this was just a hop-step-and-a-jump to Chillagoe, it was harder than you might imagine. Not only was the road mediocre, but the directions and signposting left a good deal to be desired. Even Lance did not seem quite certain of the right direction either. We finally arrived late morning - set up camp and set out for the pub.

The highlight of chillagoe are the caves, and it had been arranged that we would be taken through the major cave about 1pm. No Ranger to be found to take our money

and guide us so we drove back into town to remind him of his responsibilities.

THURSDAY 24/9 CHILLAGOE TO CAPE KIMBERLEY (400KM)

We could not dawdle as we headed off for the coast. The bright waters of the pacific were only a day away and we were keen to be there. Cape Kimberley was near the Daintree National Park.

The evening brought dinner in the Daintree Tea House. It was the best meal of the trip and certainly the best barramundi on the month. We filled the place - about 50 of us - and the three staff managed to keep everyone happy and contented. I should note that the third member of staff was about 70 not out.

DAY 28 25/9 CAPE KIMBERLY

A day of rest on the beach! That was about it for the day.

DAY 29 26/9 DAPE KIMBERLY TO CAIRNS (180KM)

Just down the road and the trip of a lifetime was over.

I should like to thank all those who made this undertaking a possibilty - Lance Collins and Phil Ward for charting the route in Queensland, Paul Williams for his work in the Northern Territory, the Citroen Car Club of Queensland and the Northern Territory Motor Vehicle Enthusiasts Club, Peter Morgan and DS Motors. On the personal front I must also thank Lance, Phil and Steph for keeping the Dyane on the road, my mechanic Dave, of Warridale Service Centre, for eventually believing the could make the journey and working on the Dyane (with numerous phone calls to Lance to ensure he was doing the right thing) to ensure it did and to Iain Mackerras for providing me with the faith in my own ability to undertake the trip in the first place. Thankyou all.

Czr 1

Lance Collins, Wendy, Murray amd Oliver Pass (Qld) 1954 Light 15

Car2

Leigh Miles (Vic) 1979 Dyane Weekend 6

Car 3

Guido Paland (Germany) and Alexander Gasteigner (Austria) 1974 AK 400 with Ami 8 Chassis

Car 4

Brigitte Kuechler and Roland Oehler (Switzerland) 1984 2CV

Car 5

Peter and Oliver Scholtz (NSW) 1984 2CV 4x4 with Visa 652cc engine

Car 6

Phil Ward (SA) GS

Car 7

Eric Hoffman and Hans Heinzinger (Germany) 2CV cutdown

Car 8

Janis and Sarma Priedkalins (SA) 1977 2CV

Car 9

Rene and Marjolyn Goedel (Netherlands) 1962 2CV Sahara

Car 10

Axel Kaliske and Ursula Walter (Germany) 1986 2CV

Car11

Annie Walters (UK) 1982 2CV

Car 12

Micky White (UK) 1986 2CV

Car 13

Alec Lowe and Alan Bradshaw (Qld) 1955 Light 15

Car 14

Neil and Wendy Trotter (ACT) 1983 2CV Charleston

Car 15

Claude Hermans and Edith Boesch (Switzerland) AK 400

Car 16

Christian and Claudine Komaniecki (France) 2CV with lengthened body and chassis

Car 17

Jean Marie Legal and Danielle Komaniecki 2CV

Car 18

Richard, Beth and Ruth Payne (NSW) 1966 ID19

Car 19

Dave Noke (Qld) and Julius Sommer (Germany) 1950 Light 15

Car 20

Stephane and Geogie Laguna (Qld) 1969 AKB 350

Car 21

Jost Hashoff and alexander Assbock (Germany) 1977 AZU 250 with Visa 652cc engine

Car 22

David Gries (Vic) and Ruthard Wolfe (Germany) 1967 2CV

Car 23
David Parkinson (Qld) 2CV

Car 24
Jan and Bob Bluck (Vic) 1978 Dyane 6

Car 25
Paul Smyth, Malcom and
Steve Goodwin (NSW) DS

Car 26
Steve Wedell and Barry Sargent (NSW)
1972 DS21

Car 27
Greg Bracegirdle and Geoff Gray (WA)
1983 2CV Charleston

Car 28
Uli Witting and Irene Keil (Germany)
1971 AK

Car 29
Paul Young and Bruce Eslegood (NSW)
1978 Dyane 6

Car 30
Ian Gamble and Vicki Edgar (NSW)
1983 2CV

Car 31
David Stumm and Phillippe Mortier (SA)
1974 GS 1220

Car 32
Ralph and Hanny Hibble (WA) 1982 2CV

Car 33
Bernd Weise and Karola Giesen (Ger-
many) 1981 2CV ute, 4x4

Car 34
Micheal Mors and Oliver Becker (Ger-
many) 1973/91 2CV

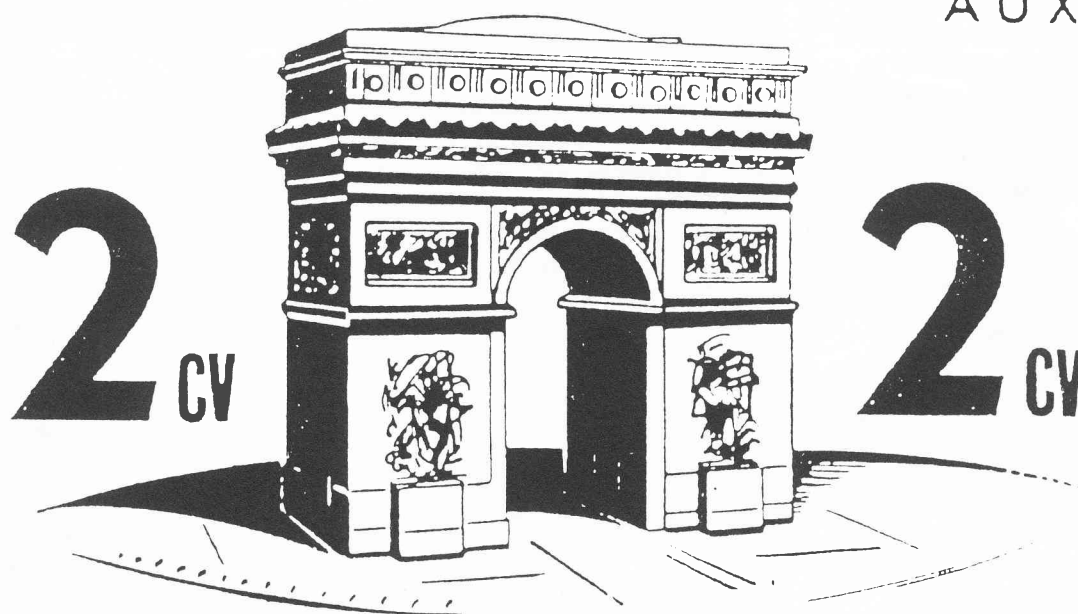
Car 35
Stewart and Vivianne Lister (NZ) 1965
AK

Car 36
Rolf Breyer and Janet and Jessica Rice
(SA) 1974 GS

Car 37
Bernard Rachelle (Vic) 1970 DS

Tout pour Citroën

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ET ACCESSOIRES
FIGURANT DANS CE LIVRE
AUX



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16, AVENUE DE LA GRANDE ARMÉE

PARIS 17^e

ETOile 31-75

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IAIN MACKERRAS

A TRIBUTE



Leigh Miles handed me this which was composed and read to the gathering by one of Iain's closest and oldest friends. For me it was the centrepiece of a very moving service befitting a man like Iain - Ed.

I'm John Deeth from Sydney and I am going to tell you a little about the life of my friend Iain Mackerras.

I say a little, because in the time available it would be difficult to do any more than touch on the highlights of the life of a person who was a huge personality, who lived life to the full and was indeed larger than life.

Iain had some effect on everyone with whom he came in contact. In some cases, the effect will be as lasting as our lives.

It is, in some ways, regrettable that he died in a city where he was something of a stranger, otherwise we would have been joined today by many other people whose lives he touched.

But, while many people were unaware that he was ill - something which we respected as Iain's wish - Those who knew him in Melbourne are joined by some old friends, of up to 25 years standing, and dear friends who have come from Sydney to say goodbye.

Iain had a profound effect on the lives of some people. He had a profound effect on mine.

I met him in January 1973, significantly at a test concert at the Sydney Opera House, a location which was to have a huge influence on Iain some years hence. I might say he has been a major part of my life since that day.

He introduced me to Symphony Concerts and, more importantly, to Opera. With him I attended the first concert given in the Opera House, featuring a relative, Sir Charles Mackerras, as a conductor and the Swedish soprano, Birgit Nilsson.

A few years later, in Iain's company, I heard Dame Joan Sutherland for the first time. He had attended most of her performances during her 1965 visit to Australia. We presented ourselves at the stage door following a Sutherland performance. I didn't know her from the proverbial bar of soap, but I introduced myself and then introduced Iain.

Some time later, Iain took the art of introductions a little further when we attended a performance of Hedda Gabler by Glenda Jackson. Iain had written to her before the performance, and she clearly remembered his name, and greeted him warmly. Then Iain broke the conversation and said, Miss Jackson, I'd like you to meet a friend of mine. Touche!

Years later, in his role as Executive Officer of the Friends of the Australian Opera, he was to introduce me to the Sutherland/Bonynges on too many occasions to remember. And, he shared this pleasure with as many of us lesser mortals as possible.

He frequently worked as front of house manager for the Opera and those were the occasions when he gave enormous pleasure to Opera lovers and fans of Dame Joan, in particular.

With tickets for the best seats in the house - reserved for Premiers, State Governors and Governors General who had not taken up the option, he would make a selection of the real Opera fans - the people not wearing furs, those who had queued for hours hoping for standing room - and send them off to the theatre to sit centre stalls.

Iain was an enormously generous person, someone who loved to give for the pleasure it gave him.

There was no grey in his make-up. He was totally black and white. If he loved you he did with a huge capacity. If he didn't like you, beware.

He came to Melbourne late in 1989. His friends in Sydney frankly regretted his move. We enjoyed his company. His friendship was a rich experience. We wanted him around.

He loved good food. He was in fact, an exceptional cook. He loved a drink. The longer a dinner party the better. He loved the company of people.

The circumstances of the move were unfortunate, and Melbourne was a city which, in the work sense, was not kind to him.

But in his personal life with Leigh, he had never been happier. This was totally evident by being in their company. They enjoyed the Opera, the Car Club, their Citroens, their favourite music and their travels between Melbourne, Sydney and Adelaide.

It was unfortunate that circumstances didn't allow Iain to join Leigh on the Citroën raid - he had looked forward to that event. It was to have been a highlight of their time together. Leigh, he enriched your life. He has changed it forever.

To us, his family - Barbara, Dick, Murray and Penny, - to Leigh, to his dearest friends, he was invincible. Someone with such a love of life should have outlived us all.

Now, all of us have to face the prospect of life without Iain. Our lives - particularly for those to whom he was closest - will not be the same. A light has gone out.



BYE BYE BX HELLO XANTIA



Citroen has used Italian style and Japanese quality to produce its best built and most contemporary car, the Xantia, which was launched in Spain this week.

The front-wheel-drive Xantia is set to arrive in Australia around the end of this year as a five-door hatch.

It is expected to have a choice of two 2.0 litre engines - a single-cam fuel injected unit that produces 90kW and a twin-cam version developing about 117kW.

Bigger and roomier than the BX it replaces, its contemporary flowing lines were designed in Italy by Bertone.

Modern styling cues include a steeply raked windscreen; short, high boot; low bonnet; and long overhang at the front.

Citroen has also improved its quality from the earliest stages of the Xantia program, surprisingly, with help from Mazda.

The Japanese company imports Citroens and sells them through its Eunox channel, which is noted for its luxury and high quality.

Despite the international flavour of the Xantia, under the skin it is unmistakably Citroen.

Base models in Europe retain a simple, non computerised suspension which has been developed from the BX.

However, in its most advanced form, Citroen has produced a "thinking" system called Hydractive II which determines the spring and damper rates as the car travels.

The system uses gas filled spheres between each of the front and two rear wheels.

Hydractive II chooses a soft setting for normal cruising, but instantly adjusts the suspension when it senses speed, braking, cornering, or bumpy roads.

The system has two modes - comfort and sport - with the latter shutting out the centre spheres more often and making the ride stiffer.

Citroen says Hydractive II, can distinguish between a good road with a few bumps and a road with many bumps.

Unlike its French sibling Peugeot, Citroen has been conspicuous by its virtual absence from the market in recent times with just 64 cars sold in Australia last year.

But the Australian distributor, Franzcar Imports, is looking to boost its fortunes in the local market with some high quality cars and a bit of help from the factory.

The Xantia should be a bonus in this regard if Franzcar can get the pricing right and has some luck with the exchange rate.

Expectations are for the single cam VX model to cost about \$39,000 and the twin cam VSX about \$45,000 - just below the luxury tax threshold.

Standard features in European VX Models include power steering, height-adjustable steering column, electric windows and central locking. The VSX also gets anti-lock brakes.

READER'S WRITE

For many years I make pictures of the Citroen Cars. My special interest concerns the Citroen TA, DS and CX. Besides pictures of beautiful restored Citroen cars, I'm specially looking for cars which are standing next to garages, which are dismantled, standing on lawn etc.

My questions to you are;

Can you ask the readers of your (club) magazine, if they have these kind of pictures or if they know places with old Citroen cars and are willing to make some pictures of Citroen cars and are willing to make some pictures of them and sending to me. May be I will be able to publish them.

If people are willing to send me some pictures of Citroen cars, they may be can give some more background information about the car.

Maybe you know a way to ask this question to a large group of people, for example a little article in the local papers, etc. I hope you will be able to help me a little further

Yours sincerley

A. te Gussinklo
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BIG 6 OR LIGHT 15

T JEFFERY

PHONE 057 976 273

Dear Peter,

This is part of a letter from Anni Walter (Oz Raid '92). I am shortly travelling to the UK and I asked for a list of 2CV related events. I am forwarding this to you so you may use it in a future magazine/newsletter.

Hopefully have something more substantial for the mag when I return in 2 months.

John Hancock

MAY

8th & 9th - 2CV Cross Cussett Chas'gno
- Finland

14th 16th - 18th International Waggel
Meeting - Holland

16th - 2CV Racing - Lydden Hill
- Great Britain

22nd & 23rd - 2CV Cross New Orleans
- France

30th - 2CVGB London to Brighton
- Great Britain

29th to 31st - Nat Meet 2CV Bourgogne
- France

29th to 1st - 2CVGB London to
Brighton Camp - Great Britain

29 to 31st - Route 66 - Great Britain

JUNE

4th & 5th - 1st British Mehari Camp
- Great Britain

5th & 6th - 2CV Cross d'Allogny
- Great Britain

6th - 2CV Racing Mallory Park
- Great Britain

11th to 13th - Meeting
Oberhammelwarden - Germany

11th to 13th - H van Rally - Holland

11th to 14th - Mad hatters-French
Camp - Great Britain

12th - Fill a ferry - Great Britain

18th to 20th - Pompey Puddleducks
Camp - Great Britain

18th to 20 - Peak District Summer Camp
- Great Britain

19th & 20th - 2CV 24 Hour Race
Mondello - Ireland

JULY

3rd & 4th - Cross d'Pont de Ruan
France

6th to 17th - Raid Nordcap - Norway

1st to 4th - 2CV cross Poligny (Jura)
- France

25th - 2CV Racing Truxton
- Great Britain

21st to 28th - Raid Baltic - round trip
- Denmark

28th to 2nd - 10th World Meeting
- Finland

31st & 1st - 2CV Cross d'Ville Manche
- France

AUGUST

2nd - Raid Suomi - Finland

13th to 15th - CTC Meet Dirschof
- Holland

21st - 2CV Racing Oulton Park - Great
Britain

27 to 31st - 2CVGB International Meet
- Great Britain

30th - 2CV Racing Snetterton
- Great Britain

SEPTEMBER

5rd to 5th - 5th Limburg Meeting -
Holland

4th & 5th - 2CV Cross at Berck-s-Mere
- France

10th to 12th - Wessex Indian Summer
Camp - Great Britain

12th - 2CV Racing - Lydden
- Great Britain

24th to 26th - 8th Birne Birthday Meet
- Germany

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LOWER BALL JOINT ADJUSTERS (PERMANENTLY FIXED TO CAR)	\$60.00
BUSHING, SECOND GEAR	\$12.50
BRONZE BUSH - BRAKE SHOES	\$4.00
BIG BOOT TOP RUBBER	N/A
BIG BOOT BOTTOM RUBBER	\$20.00
RUBBER DOOR SEAL	OOS
SCUTTLE VENT RUBBER	\$30.00
PEDAL RUBBER	\$10.00
RUBBER GROMMET - PETROL	\$10.00
FILLER (2 SIZES)	
DOOR V BLOCK RUBBERS	\$35.00
BONNET RUBBERS	\$0.35
BIG AND SMALL BOOT PAINT PROTECTORS (UNDER HANDLES AND LIGHTS)	\$30.00
STEERING RACK BOOTS (PAIR)	\$44.00
GEARBOX GASKET SET	\$18.00
GASKET SET, VRS (BIG 6)	\$180.00
GASKET SET, VRS (L15,11BL)	\$90.00
EXHAUST MUFFLER (AND TAIL PIPE)	
L15	\$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 (STATE WIDTH WHEN ORDERING)	\$26.00
VALVE GUIDES	\$12.00
RADIATOR HOSE UPPER / LOWER	N/A
FAN BELT	\$13.00
DOOR LOCK SPRINGS	\$3.00
INLET VALVES	\$20.00
CLUTCH PLATE	\$125.00
FUEL PUMP	\$50.00
ID/DS MAIN BEARING O/S	\$85.00
ID/DS CONROD BEARING	\$85.00
78 MM PISTON RINGS	\$85.00
BIG 15 DRIVE SHAFTS (EACH)	\$480.00
(LESS INNER CARDEN SHAFTS	
BRAKE MASTER CYLINDER (NEW)	\$85.00
BRAKE MASTER CYLINDER KIT	\$15.00
TIE ROD BALL JOINT KIT	\$70.00
BALL JOINT BOOT (LEATHER)	N/A
(UPPER AND LOWER)	
BRAKE HOSE (FRENCH) FRONT	\$28.00
REAR	\$24.00
TROTTLER SHAFT 32PBIC SOLEX (0.5 MM OVERSIZE)	\$20.00
HUB AND BEARING PULLER	N/A
LOWER BALL JOINT PULLER	N/A
BONNET STRIP CLAMP (INTERNAL)	\$1.50

D Y A N E / 2 C V

BRAKE HOSE	\$22.00
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WIPER BLADES (PAIR)	OOS

ALL PARTS ARE NEW, UNLESS OTHERWISE STATED.	
CLUTCH LININGS	\$15.00
TIE ROD COVERS (METAL)	\$3.00
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 GASKET 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
DOOR CATCH RIGHT FRONT	\$6.00
LEFT FRONT	\$6.00
ACCELERATOR PEDALS	\$1.00

A large selection of old and recent 2CV parts are available through the Club over and above those listed above at very reasonable prices. These are not held in stock buy the club, but we can arrange delivery quite quickly in most cases.

W A N T E D

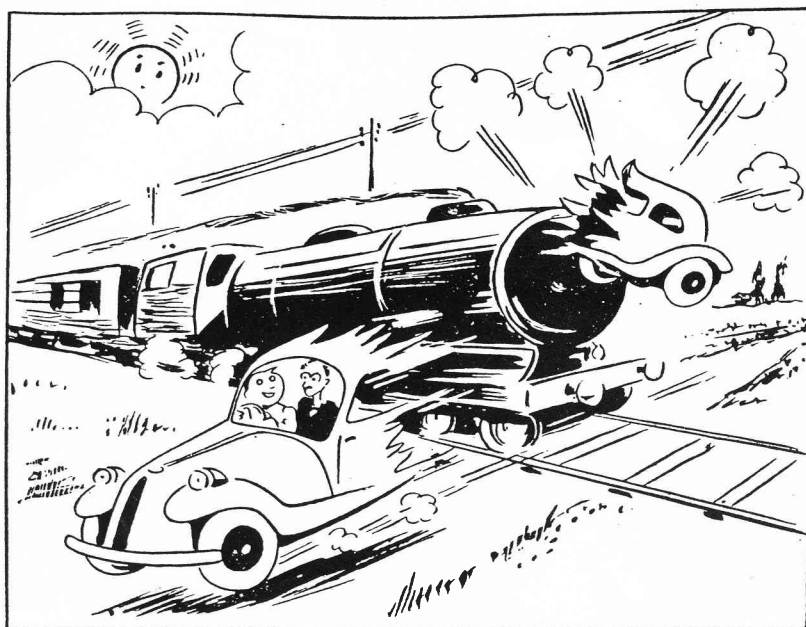
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