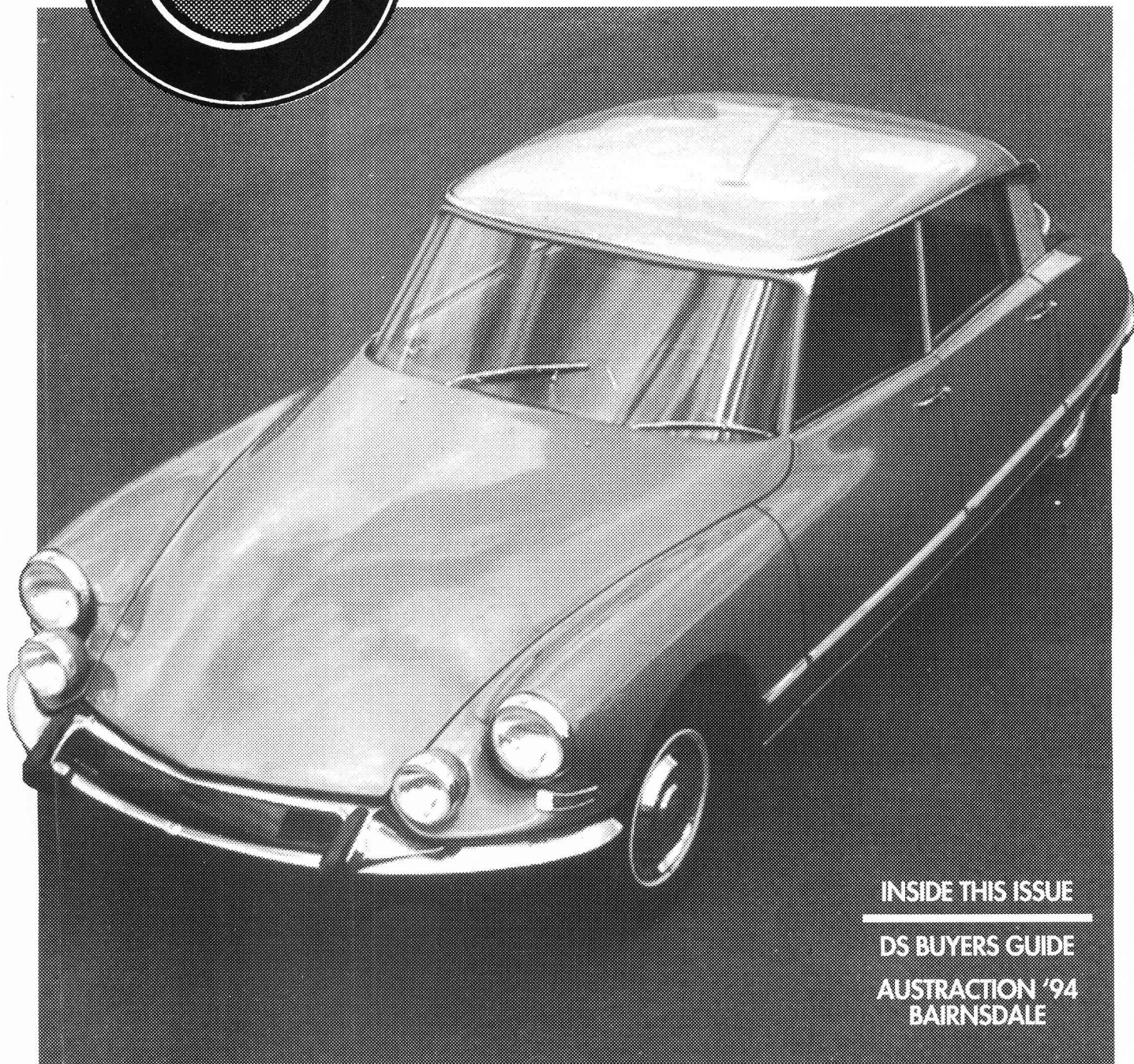
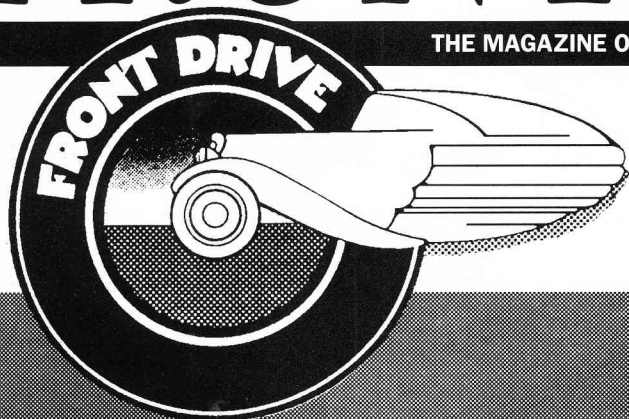


FRONT DRIVE

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

FEBRUARY/MARCH 94



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DS BUYERS GUIDE

AUSTRALIA '94
BAIRNSDALE



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Well here we are back again for another year, well the Committee is here for another month or so anyway. As the Annual General meeting is coming up, now is the time to start thinking about which Committee position you would like to run for.

You will notice if you look left, that we have now filled the Treasurer's position. Ian Forster has volunteered to help out until the AGM, and I understand will be officially standing for the Committee next year. Welcome Ian, it is good to have some new blood on Committee.

In this issue we have published the results of the very successful survey recently conducted by the Club. I was encouraged to hear that you also think that I am doing OK. I'm glad you are enjoying this magazine. There is a bit of bad news though... after a couple of years lifting the profile of the magazine, I'm afraid I am going to retire this March. The main reason is that my business is turning in to a 7 day 12 hour a day job and there is just no time at all. So this is a bit sad as this will be my last official message to you, although I would like to contribute to the new editor's (will someone please put their hand up) baby as often as I can.

I hope the Christmas break was kind to you and your Citroen and you are all well and raring to go for another year. Maybe this is the year you will finally finish the restoration project or perhaps even start it.

1993 finished with a rush of events and starting the end of January 1994 looks like a bit of the same with several major events happening. The first was the Australia Day Run to the Treasury Gardens in Melbourne for the Annual Historic Vehicle display which has grown to a monster event. Australia Day night we held our regular January Dusk BBQ instead of the monthly meeting.

Sunday 27th sees the return of probably one of the most successful events of 1993. The Gourmet Deli Day Run. This year we have Members possibly coming from as far a field as Perth turning up. So it promises to be another excellent event.

Sunday March sees the Annual Trophy Presentation Lunch held this year at my humble abode. So turn up have some, lunch and give those doers a well deserved pat on the back. As usual the club will cater a sumptuous lunch for a poultry some, so let Leigh Miles know you coming (03) 888 7506. March also sees the all important Annual General Meeting as well.

April brings Easter and the Annual Australian Combined Rally. This Year it is in Mudgee in New South Wales, so if you haven't booked yet do it quickly as the accommodation is filling fast.

This issue covers DS models, something that hasn't been covered for a while. The article was drawn from two excellent recently published articles in the UK. One from Classic and Sportscar, November 1993 and the other from Practical Classics, October 1993. CCOCA has a rolling cut of 20 years, so now all D Models are covered by CCOCA with the exception of the final year of production. But next year (The D's 40 Birthday) all models will come under our umbrella. Maybe it is opportune to consider the purchase of one of the marvellous machines in time for the big 40th Birthday to be held at the 95 Easter celebrations held in Victoria hosted by this club.

Leigh has also included information for Austraction '94 so don't forget to get your bookings in to secure your choice of accommodation.

Have a great year, thank you for your support and I will see you at some of this year's events...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 winner of the free one year membership to CCOCA drawn from the members who sent in questionnaires is-
ROBERT SHACKLEY
(ACT)**

Citroën Classic Owners Club of Australia Inc. and Front Drive postal address is P.O. Box 52 Balwyn. Victoria 3103

CCOCA Inc. is a member of the Association of Motoring Clubs. G.P.O. Box 2374V Melbourne, Victoria 3001

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PRESIDENT'S report

Welcome to the New Year! I have to ask what has happened to the old one... I don't seem to have finished last year yet.

I have to say that I have found the start of this new year a little frightening - mother nature has thrown her best and worst at us over the past few months. Floods in northern Victoria, fires in NSW, droughts and flooding rains in Queensland... the list goes on. I hope that all of you and your families have weathered these disasters without loss. Members who were threatened during the fires in NSW report receiving phone calls of concern from Citroënists all over the country and all over the world. It is heartening that those funny cars provide the chance for such strong links to be forged amongst us. Let us hope that we've seen the last of such disasters for some time.

The editorial from the last magazine has created quite some interest - David Hancox reports having had some interesting feedback. The Committee is delighted with the response to the Survey and a full report will appear elsewhere. The lucky member who was drawn out of the hat for a year's free membership is Robert Shackley from Bruce in the ACT. Congratulations! Thank you to David and to Leigh Miles for his work on the survey. The Club is heading in some new and very positive directions as a result of your responses.

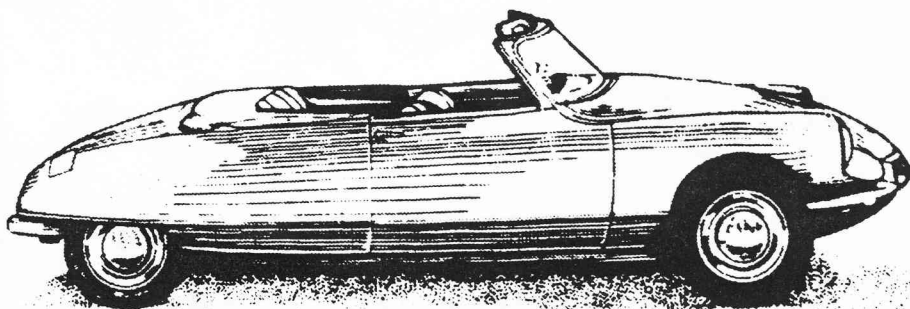
It is time for all members to consider the possibility of joining the Committee - as the Annual General Meeting is coming up in March. Not only will the General committee be formed at this meeting, but the organising sub committee for the 1995 National Rally will be formalised. 1995 is Victoria's turn to be host state and it's out turn, folks! The site will be Bairnsdale - at Easter as usual assuming the State Government has left us any public holidays by then! Your help is needed - no matter how little you think you can contribute.

I wonder how many of you spent part of January glued to SBS? The Paris-Dakar-Paris Rally was being followed with nightly updates of the rally's progress. What a triumph for Citroën! First and Second place - the opposition were hours behind. This year the rally went "there and back to see how far it is" - twice the distance usually covered. This makes Citroën's success in this rally an even greater achievement. The company's promotional film will be well worth a look when it is released! The only thing that grated about the whole thing was the inability of the presenter to pronounce the company's name. A Lemon has won the rally!

Speaking of TV, how many of you noticed that Channel Seven in their infinite wisdom, were showing first run episodes of the new "Maigret" at 5am?? This new series, made only a couple of years ago, starring Michael Gambon as Inspector Maigret, deserves a prime time slot. Atmosphere is great, Citroëns splendid and numerous in every episode... Watch for it to be shown at a more civilised hour.

Vive le Chevrons!

Robbie Stockfeld



COMING EVENTS

1994 CALENDAR

FEBRUARY WEDNESDAY 23RD

Event Club Meeting
Venue Canterbury Sports Oval
Time 8.00 pm

VOYAGE CITROEN SUNDAY, 27TH.

Event Gourmet Deli Day Run
Meeting Pnt Prince Mark Hotel
carpark,
Cnr Princes H'way and
Power St, Doveton
Melway Ed 21,
Map 90, J11
Time 9.00am

In 1993 this was hailed as one of the best events of the year. So, never one to repeat a disaster, we are doing this again, in place of the failed Mornington Peninsula Run that was such a disaster! The "Gourmet Deli" region of West Gippsland offers us something very different and special. As well as an opportunity to give your favourite Citroën an outing in the fresh air, and to delight in the beautiful scenery of the area. You can sample the very best food available, direct from the local producers. Return home not only with memories of a great day out, but a Citroën full of special treats to enjoy for the days and weeks to come.

You can purchase venison from the Hilston Lodge Deer Farm and home-made berry ice cream from the Drouin West Fruit and Berry Farm. The Jindivick Smokehouse supplies superb European Style smoked meats, sausages, ham and salami. And last call for the morning is the Gippsland Blue Cheese Factory which produces a variety of blue cheeses, in addition to brie and farmhouse styles.

Lunch under the magnificent trestle bridge at Noojee - either bring your own, or eat some of the morning's purchases. The last call of the day is the Alpine Trout Farm - you can either fish for your own or buy ready caught. Fine smoked trout is also available.

This promises to be a great day out and we hope that as many of you as possible will join us for this event.

For those who may be joining the Voyage for the eastern side of the state, or who are just running late for the 9.00 am start, we will re-group at the Robin Hood Motel at about 10.30.

MARCH

SUNDAY 21ST CONFIRMED TROPHY CITROEN

Event Annual Trophy
Presentation
Venue 11 Allison Rd Elsternwick
Time 12.00, midday
A BBQ Lunch to honor the achievements of our club members

MARCH MEETING WEDNESDAY 23 RD

Event Annual General Meeting
Venue Canterbury Sports Oval
Time 8.00pm

We all know this is the most boring night of the year but the Club will only continue to operate if we have an enthusiastic committee. This is your chance to have your voice heard regarding the future of CCOCA. Nomination forms and other important documentation will be forwarded to all members in the New Year.

APRIL 1ST-4TH (EASTER) VOYAGE CITROEN

Event National Citroen Rally
Venue Mudgee NSW

An event not to be missed on anyone's calendar. Host Club CCCNSW see this magazine for further details.

SUNDAY 10TH VOYAGE CITROEN

Event Annual All French Day
Venue To be advised

This is a fabulous event you must pencil in in you diary. Full details in the following magazine

WEDNESDAY 27TH

Event Club Meeting
Venue Canterbury Sports Oval
Time 8.00pm

MAY

WEDNESDAY 22ND

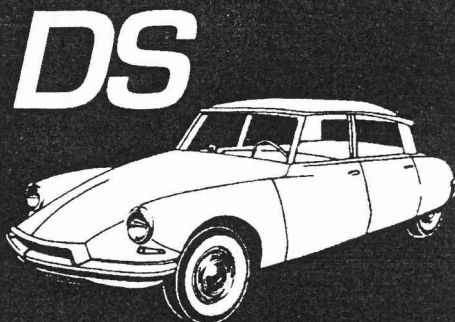
Event Club Meeting
Venue Canterbury Sports Oval
Time 8.00pm

JUNE

11TH, 12TH & 13TH

QUEENS BIRTHDAY WEEKEND

Event Austraction '94
Venue Bairnsdale area, Victoria



SWAP MEETING DIRECTORY

V I C T O R I A

Feb 20 CHACA Swap Meet
Footscray Fresh Centre
Feb 25/26/27 Super Southern Swap Meet
Ballarat Airfield
April 22/24 All Makes Swap Meet
Footscray Fresh Centre

To publish a complete list around the country we need information from you the members on the swap meets in your state.

Please forward details to Peter Fitzgerald
11 Allison Road Elsternwick, Victoria 3185 or
by Fax (03) 328 4549

CCOCA SURVEY *results*

In conjunction with the last issue of Front Drive a detailed questionnaire was included - with a request that all members complete the form and return it to me, by the middle of January. The carrot was the offer of free membership for 1994/95 to one lucky member. Elsewhere in this issue the winner of that prize has been announced. It was promised that in this magazine the findings of the survey would be included - so here they are.

Firstly we received 25 responses - which represents about 25% of the forms that were sent out. That is most certainly a good response rate to this style of survey. Responses were received from all the States in which we have members, except Tasmania and the Northern Territory. This response rate of 25% was reflected in replies from all areas.

JOINT MEMBERSHIP

60% of respondents claim joint membership and 60% of them believe there are benefits in joint membership. It appears that joint membership 'validates' partners participation in CCOCA events and interest in the vehicles. In summary joint membership appears to offer a feeling of belonging - but not any tangible benefits.

CHILDREN

Of the respondents, 68% have children living with them and despite the fact that 40% of those children are over 16, in only two of the families do the younger members own Citroen. [The common response that the younger children own models has not been included in these results!] Presumably reflecting the age profile of Club members, the age of the children shows a 'skew' towards the older ages.

Whilst almost a quarter of respondents claimed their children participate in CCOCA events there were few [3 only] suggestions on ways to increase participation levels amongst this group. However the suggestion of video games and free lollies particularly caught my attention. On a more realistic note the suggestion that there be something for children to do at an event destination and the inclusion of a children's section with children's judging at the model Concours have been noted.

YOUR CARS

From the 25 replies a total of 64 cars were itemised. Reflecting the core interest of the Club 4-cylinder tractions account for by far the largest section [43%]. Adding 6-cylinder tractions to this figure - 50% of the cars are 'core' vehicles. Of course the other way of looking at this number is to note that

50% of the cars are not tractions. But of the 25 respondents 72% are traction owners. The Club membership is clearly traction oriented - despite the rolling cut-off for membership [cars over 20 years old] that now allows owners of all but the last of the DS range to be members. ID/DS vehicles represent just 8% of cars. One member has noted that we should re-define the term 'Classic Citroen'. His point is that whilst

"back in 1978 any 20 year old Citroen could possibly be regarded as a classic however I hardly think a '74 GS qualifies."

Any members comments on this will be received with interest.

That aside, the second largest group [17%] is 2 cylinder vehicles, then 4-cylinder air cooled [13%] - total air cooled 28%. It has been suggested that the members who own non-tractions are members of other local Citroen Clubs catering for their needs. But of the 50% of members who own non-core vehicles, less than 40% are members of other local Citroen based Clubs.

None of this takes away from the fact that CCOCA is, and is likely to remain for the foreseeable future, a traction based Club.

REGISTRATION

Of the 64 vehicles, almost half [45%] are fully registered. Only 8% are on various 'Club Permit', or other limited use registration. A further 40% of cars are either undergoing restoration presently or it is intended will be restored in the future. Only 6% of cars are being used for spares or are beyond restoration for other reasons. The high percentage of registered cars is reflected in members interest in events that allow them to make use of

their vehicles. The similarly high level of restoration being undertaken is also reflected in the interest in technical information and demonstrations that will be noted below.

OTHER MARQUES

60% of respondents expressed interest in other Marques - the most common being Renault, Peugeot and Triumph. But interest is broadly spread to include Ford, Austin, Buick, Daimler, MG...and most members with these interests also own cars of the marque and are members of other marque Clubs. Joint events with some of these Clubs may result from this information.

FRONT DRIVE

92% of respondents believe the content of this magazine is either usually or always good. 96% believe the quality is similarly usually or always good. Suggestions for improvement on the content front concentrated on the need for more technical information - both major articles and simple tips. It was suggested that if 'new' articles and tips are not forthcoming from members, previously published features should be updated by the editor, in consultation with the author, and be re-published. More detail, more pictures [of tractions] and the inclusion of information for those members too far away to attend regular meeting were also suggested. On the quality front suggestions were often linked to content [more pictures etc] It was suggested that Front Drive be printed on recycled paper. As Front Drive is often produced at no cost to the Club on the photocopier of Cussons, we have to use what they supply.

71% of respondents want between 4 and 6 magazines per year, with another 25% suggesting between 7 and 10. The present target of six issues each year currently keeps the editor very busy, but we shall see what can be done.

MEETING AND EVENTS

Generally it was only those respondents who attended either meetings or events that replied to these questions. It had been hoped that even if members were unable, due to their location, to attend meetings they would still have supplied input to the type of meetings that are of interest to them. 89% of respondents to these questions believe the current 11 meetings per year is the right number. 75% are happy to continue to meet in Camberwell with no other area receiving more than one vote.

44% of all respondents expressed interest in occasional Regional meetings and 86% of Victorian, non-Metropolitan respondents expressed this interest. The most popular cities were Warragul and Geelong and other than the suggestions on the questionnaire both Wonthaggi and Sydney received a vote. So, in 1994 look out for notice of a meeting in Warragul and Geelong. If the idea proves successful, other cities may be added to the list.

Meeting content was rated as usually to sometimes good, with some liking the informal nature of the meeting and others wanting more formal meetings. Best Meeting went to Jack Weaver followed by the Film Night. Worst meeting ranged from the AGM ["they are a real drag"] to Jack Weaver. [You simply cannot please everybody, all the time!]

In 1993 we ran, or co-organised 11 events and everybody believed that was the right number. The quality seemed to range from very good to satisfactory with the best events being Austraction, the Concours and the Deli Run. [By the way, hope to see you all at this event in February.] Worst event was almost universally the Spare Parts Auction. I suppose no parts at a spare parts auction makes it of little interest.

More events? Interest in more technical days was high, in line with the comments regarding the magazine already noted. Members also want opportunities to use their cars with suggestions of runs to places on historic interest and/or natural beauty. Specific suggestions included the Ballarat Begonia Festival, the Great Ocean Road,

the Acheron Way and Sydney - whether Sydney is a place of historic interest or natural beauty I will leave to the readership to decide. Watch the events calendar for the results of these replies.

SPARE PARTS

78% of respondents claim infrequent use of the Spare Parts scheme, 17% never use it. Suggestions for improvement centre on the speed of response both in terms of the availability of parts and the sending of invoices. Some written notes for new members so they can understand how to work with the scheme was also suggested. Non users believe it is easier and more convenient to source their parts from elsewhere.

On the positive front others suggest not changing the scheme at all. The idea of a range of second hand parts was raised, with a parts shed in someone's back yard. The Club has been looking once again into a 'job lot' of second hand parts but finding somewhere to put them is one of the difficulties being faced by the Committee.

LIBRARY

60% of respondents use the library either regularly or infrequently. Suggestions included the publication of a list of books and magazines that are available, the inclusion of reviews of those books, and new publications, in Front Drive on a regular basis, extending the library to include borrowing by mail - naturally with postage at the expense of the borrower and notification of videos that include Citroens in general, tractions in particular. It was also suggested that more books should be brought to more meetings and the selected 'good' periodical should be bound to ensure their continued presence in the library.

CCOCASHOP

95% of respondents believe CCOCASHOP offers a range that is either always or usually good although there was some concern that prices are too high [36% saying sometimes or often dear], although 72% believe CCOCASHOP sells items at a range of prices. So, keep a look out for some less expensive items in the near future.

High levels of interest were shown in CCOCASHOP selling clothing [56%], manuals [52%], books and die cast models [48% each], badges and brochures [35% each] and plastic models [26%].

CCOCASHOP makes every attempt to sell most of these items, however contacts for the sale of books have not been made and those plastic models that I have had access to have all been, in my view overpriced. Once again though, these comments have been noted and new grille badges have been ordered and another batch of brochures will be released by mail order shortly. To the member who suggested CCOCASHOP sell consumables such as spark plugs and bushes, these items have always been outside the scope of CCOCASHOP and are more readily catered for through the Spare Parts scheme or your local automotive shop. Also in response to the questionnaire a full price list of all items in CCOCASHOP is currently in preparation.

MEMBERSHIP

Of the respondents, 48% have been members for over 10 years but responses were received from new members as well. 40% of respondents claim to be inactive members, and the level of activity does not relate to any extent to length of membership.

GENERAL SUGGESTIONS

General suggestions for CCOCA were exactly that - general. Some have been covered in the various particular sections above other have not. They included more 2CV articles, more help in restoring vehicles, more interstate events, the suggestion of meeting on different days of the week, lower cost membership for non-Victorian members who only receive the magazine and have little opportunity to participate in other CCOCA activities and some negative feedback on particular Committee positions not responding to member input.

The Committee would like to take this opportunity to thank all the members who responded. We have already taken action on some matters raised and others will be addressed, though we cannot promise to keep everybody happy, over the coming months. . Naturally, with the Club year coming to a close in the next few months a copy of the full analysis will be made available to the new Committee. Should any member wish to receive a copy of the full analysis that was undertaken, send a self addressed stamped business sized envelope to Leigh Miles, 16 Harrow St, Blackburn South, 3130 and I will be happy to send you a copy.

EASTER 1994

NATIONAL CITROEN CAR CLUB MEETING

MUDGEES

NEW SOUTH WALES

This is a land of Wine, Honey and much more

The venue will be the Country Comfort Inn. This is situated in Cassilis Road, a short walk along the main road out of town over the river towards Cassilis. We will be using the conference centre facility as our base. Other features of this centre are a pool, tennis courts, sauna, spa and children's playground.

The town of Mudgee is about 3 1/2 hours drive from Sydney, it is in the centre of the wool, wine and honey district on the banks of the Cudgegong River.

Mudgee was established in the early 1830's and has a well established wool industry as well as the vineyards situated on the rich soils of the Great Dividing Range. A huge variety of flora that the bee's enjoy give the Mudgee honey it's distinctive flavour.

BOOKINGS WILL BE LIMITED SO ACT FAST

A minimum registration deposit of \$40.00 is required per person for Cit-in activities and accommodation. Enquiries should be made directly with the motel or van park of your choice listed on this page.

The total registration Fee will be approximately \$90.00 per Adult.

This covers

Friday - General Registration and Supper

Saturday - Display and Dinner

Sunday - Motorkhana and Dinner

Monday - Hot Breakfast and Final Farewell

ACCOMMODATION DETAILS

Country Comfort Inn (Motel)

Cassilis Road Mudgee 2850

Phone (063) 724500

All rooms \$75.00/night - Min 3 nights

The Winning Post Motor Inn

Mudgee 2850 (Motel)

Phone (063) 72 3333

Single room \$73.00

Twin double \$81.00

Family room \$97.00 + \$8 per extra person

Riverside Caravan and Tourist Park

22 Short Street Mudgee 2850

Phone (063) 72 2531

Cabins \$30.00 to \$45.00 per night - extra person \$3

Powered site \$10.00 per night - extra person \$3

Tent sites \$4.00 per head per night - min. \$8 per night

Mudgee Tourist and Van Resort

Lions Drive Mudgee 2850

Phone (063) 72 1090

Cabins with en-suite for 2 persons \$36.00 per night

extra adult \$4.00 per night - extra child \$2 per night

Cabins without en-suite for 2 persons \$30.00

extra adult \$3 extra child \$1.50 per night

Van site \$10.00 per night - extra adult \$2 per night

extra child \$1.00 per night

Tent site \$8.00 per night - extra adult \$5 per night

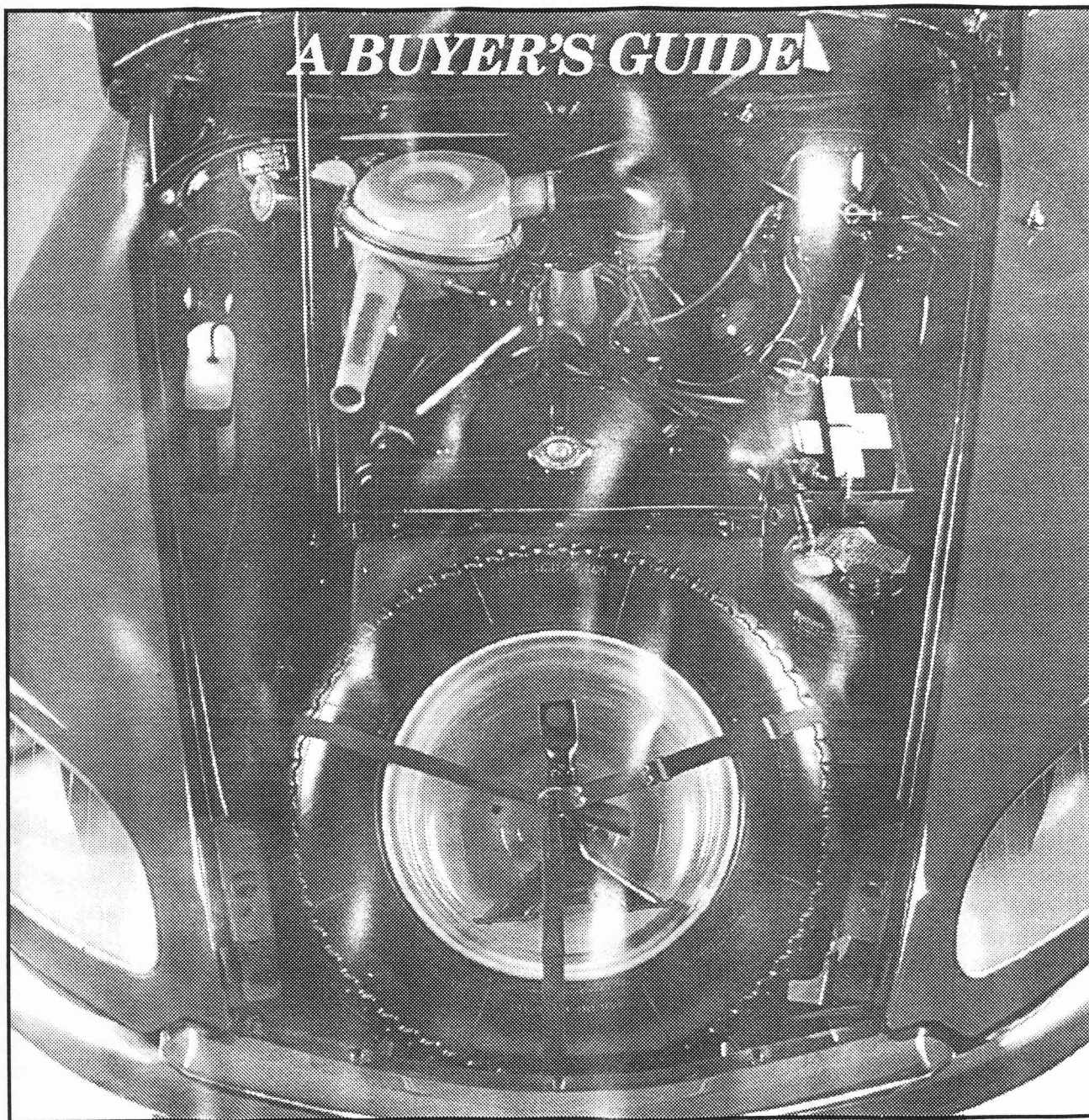
extra child \$1.00 per night

Sleeper rooms, bed only, no linen

\$20.00 per person per night

APRIL 1st, 2nd, 3rd & 4th 1993

G O D D E S S *or God-damned*



In its time, the Citroën DS has been called everything from Goddess to God-damned, but how viable is one for today's do-it-yourself owner? The Practical Classics and Classic Sportscar magazines recently took an objective, in-depth look?

It's 1955. here, motorists are still coping with vacuum-operated wipers, heaters are usually an optional extra, hydraulic brakes aren't universal, a reliable automatic transmission isn't yet available on a mass-produced car, and the three speed side valve ford still has another six years to go.

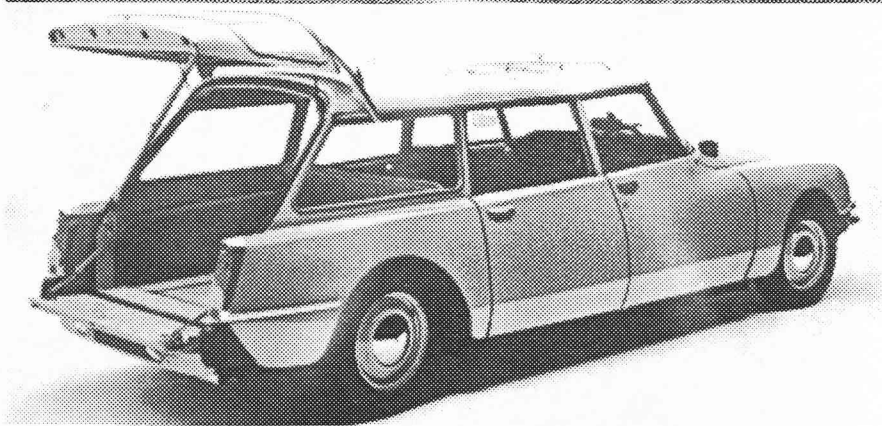
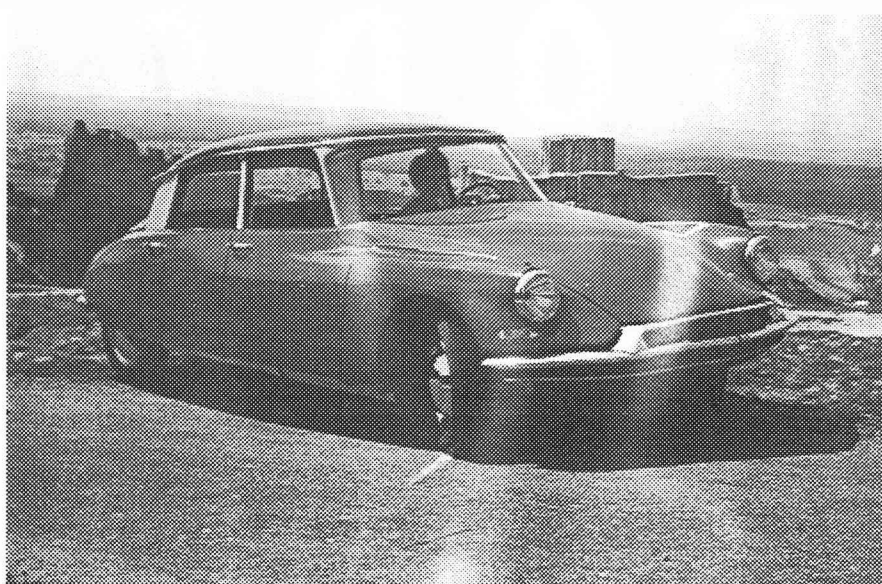
Across the channel though something very new has just emerged into this dark post-war world. Looking not unlike a sci-fi spaceship of the period, the latest offering from innovators Citroën (who, it should be remembered, had front-wheel drive as early as 1934) is - well what can you say other than it's the car of the future. It's available today to French motorists - and anyone in Britain who can afford the import duty.

At rest, the car's belly is just a few centimetres from the floor. When the engine is started however, after a few seconds the car rises to it's normal driving height. Power for this comes from a hydraulic pump which pushes fluid into an accumulator - a sphere with a rubber membrane in it. The fluid, under pressure, goes one side of the membrane. The other contains nitrogen gas, which is pressurised by the fluid. Pressurised fluid also flows to each wheel where there is a similar sphere/cylinder combination that provides the springing effect. The driver has a choice of three ride heights, for coping with different types of terrain.

The same hydraulic system provides power-assistance for the brakes, steering and gearchange. There's no clutch - it operates automatically when the gear selector is moved. The brakes have virtually no pedal travel and require about the same pressure as British motorists at the time would apply to their floor mounted dip switches! Steering too is finger-light. The revolutionary DS requires a totally different driving technique!

There's no doubt, even today, a good well-maintained DS is like nothing else on earth. It's a fact that once someone has taken the plunge and bought a decent DS, they rarely want to go back to a 'conventional' car. I've also yet to meet anyone who hasn't come away from a test-drive in a DS pleasantly surprised - however sceptical they were at the start.

But as anyone who has been involved with old cars for a few years will testify, innovation and complexity are usually bad news when a car gets old. Repair bills can be horrendous, and if servicing is



difficult it tends to be neglected - and even the best cat in the world will break down if it isn't serviced.

So what's the reality of owning, maintaining and restoring a Citroën DS today? Is it an experience not to be missed, or one to be avoided at all costs? And most important of all, is a tired DS (or for that matter, any DS) a practical proposition for the home restorer with limited facilities and experience, but a lot of enthusiasm.

The Models

First though, a look at the range. This is a little complex as the DS was in production for 20 years, with four engine capacities, three transmissions and numerous trim levels from 'special (the lowest) to sumptuous Pallas trim. (Note to mention the variants that were assembled here in Australia.)

Broadly speaking there were two 'lines' - the DS, and ID. The ID was introduced in 1957 as a simplified version of the DS - already some people thought the DS too complicated for its own good. Gone were

all the powered hydraulic controls apart from the suspension, and the engine was a straight lift from the light Fifteen. (The DS unit was similar, but with an improved cylinder head incorporating two rocker shafts).

This distinction became blurred as time went on though and the ID gradually became more complex. By the end, the D Super 5 (the ID was redesignated D in September 1969) lacked only the hydraulic gearchange, though there were trim differences.

The Safari estate car was introduced in 1959, and offered unbeatable accommodation and, with self-levelling suspension, could take a lot of weight. The long load area also incorporated two fold-down side-ways-facing seats. The two-piece tailgate was designed so that the car could be driven with the gate open - there were two rear number plates - one facing upwards, is visible with the gate down. Mind you it's hard to think of much that would be too long to fit the safari...

The Safari remained in production until the saloon was discontinued and broadly



followed the DS and ID family trees - though most were to ID/D specifications, and Pallas trim was not offered.

Safaris were popular as ambulances in France, and used throughout Europe as television camera-cars. Even the BBC has some - it usually bought British, but could find nothing here that did the job.

A number of DS 'specials' were also made by various outside concerns. The best-known of these was Henri Chapron, whose coachbuilding concern produced a DS convertible - or Decapotable - between 1960 and 1971. It's thought that around 1300 were made. The Decapotable was available in Britain until 1967 (though some were imported privately afterwards) but few survive here. Those that do are, however, very sought-after and priced accordingly - a very good original one is currently

on offer at £25,000. (In Australia the handful here are much coveted and can bring up to and around the \$100,000 mark). Chapron also produced a series of special coupés, but his best-known DS - in France at least - has to be the magnificent large black limousine produced for General de Gaulle. When Jonathan Hunt, owner of the superb black car in this article, took the car to France earlier this year, he lost count of how many people referred to 'le présidente' - that Chapron limousine must have made an impact!

Most surviving DS's in Britain today are post-1970 saloons - and really these are the best choice for newcomers to DS motoring. In Australia we are fortunate enough to have a good selection of IDs and DSs available but as with Britain the double headlight models are more common. IDs were assembled here in Mel-

This page and opposite:

The four basic body styles. Top left:- The early single headlight design.

Below left:- The unmistakable Safari,

Top right:- A real dream machine by

Chapron - the Cabriolet. Bottom left:-

The DS sedan in its final double headlight form.

bourne for a short period in the 60's and there are still a few examples around, and the double headlight models sold very well in the early 70's

There's still quite a range. As well as the differing levels of trim, there's a choice of 2175cc or 2347cc engines, carburettors or Bosch fuel injection, four or five speed transmission and D or DS specifications. As usual, though, condition is more important at the end of the day.

MAINTENANCE COUNTS

As you'll realise already, the DS is, even by modern standards a complicated car. Beneath that distinctive exterior there's a great deal to go wrong/be neglected and a lot to check.

It is conventional in one respect though - it rusts! The box sections that give the car its structural strength were given no internal protection at the factory apart from paint. This is fine for the dry climate of central/south France or Australia, but definitely not a good idea in the UK. A point to look out for if your looking at a privately imported D brought in from the UK.

Later UK cars were undersealed, which helps - while rubber-based sealant, which remains solid. The trouble is that it cracks in time, and once the coat is broken the underseal traps moisture rather than repels it.

The least painful, and ideal, route into ownership is to buy a car that has a full service history from new, and which has been fully rustproofed by the original owner. (This rustproofing may be overlooked in Australian cars) A lesser car can be OK, but you must expect to spend some time and/or money making up for other people's neglect.

"The first year might be painful, but after that you'll start enjoying yourself" as Peter Raffels of Citroën specialists Plieades told the author.

What about a complete basket case? Actually, a full DS restoration isn't quite as difficult as you might think - though. I wouldn't recommend one as a first project. With the external panels off access to much of the shell is good - and most of the structure is made from flat sheets - so repair sections are relatively easy to make.

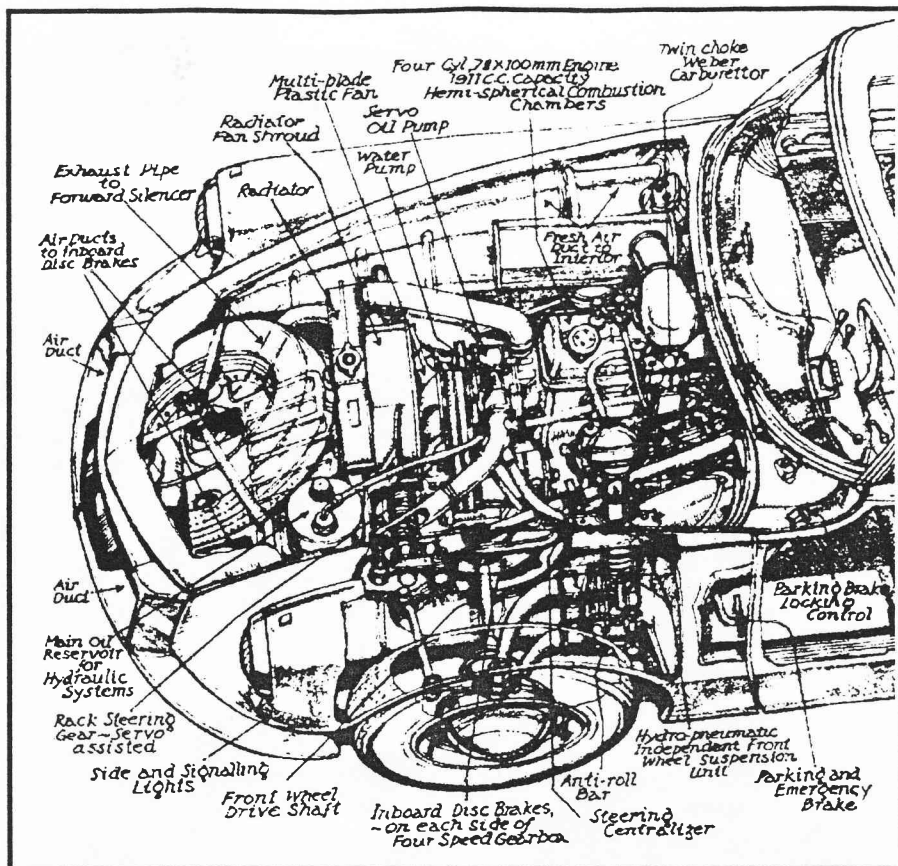
The mechanical work involved shouldn't be underestimated - but as our 'how to do it' table shows, many jobs are easier with the car part dismantled. If you plan the work carefully and put right everything you come across that isn't perfect, you will end up with a good car.

You should attach no importance to what a DS looks like - it's easy to attach good outer panels to a terminally rotten shell. All the areas in our "rustfinder section" should be examined carefully - and do insist on removing the rear wings. If the seller objects, explain that you are interested but won't buy without a proper examination. If he still says no, look elsewhere. One important thing to bear in mind is that the front panels, i.e. the guards, bonnet and lower front panel are very hard to find even in Europe and as a result are expensive little numbers to purchase. When looking for a D make sure these are in either good condition or at the very least repairable.

The major mechanical components - engine, gearbox, clutch - last well.

THE ENGINE

The engine may be unrefined compared to the rest of the car, but if the oil is changed every 3000 miles, it'll do 200,000 miles with no trouble. One tip - if a DS



engine is running well, please leave it alone - these units do not take kindly to 'tinkering'.

As a result the engine in a well-maintained D just isn't a cause for concern. Even on the rare occasions when a rebuild does become necessary, it's usually only a partial one that can be accomplished without removing the engine from the car because bottom-end wear is almost non-existent. New valve guides, reseating the valves and maybe fitting a set of liners and pistons is generally all that's required. Parts can be expensive though, so using a second-hand engine can be a cheaper solution.

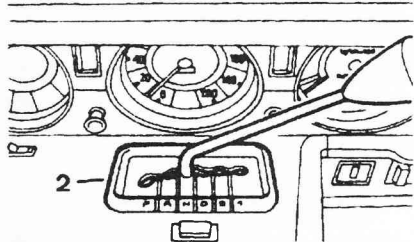
The two commonest reasons for the demise of a D engine are both owner-inflicted. First, cracks in the alloy head between the rockers can occur if the cooling system lacks anti-freeze. Second, amateurs have been known to fit the oil filter incorrectly: if the arrow on the filter casing isn't aligned with the matching arrow on the sump, oil flow to the pump is cut off and the engine will seize soon after it's fired up. Another occasional problem, but not terminal, is that lug threads in the head can be stripped by a careless mechanic: it has been known for a plug to be fired clean through the bonnet as a result.

There is a flip side to this picture, for the engine's far-back installation creates some maintenance headaches. The worst is that the engine has to be removed to change the timing chain or, on later cars, the clutch. The task is merely time consuming if you can accomplish it yourself, but to pay a professional for 12-14 hours' labour would be expensive. Both components can last 100,000 miles, but a car with a weak clutch or a tinkering timing chain might best be avoided unless it's excellent in every other way. Needless to say, a loose timing chain will eventually slip, with disastrous consequences for valves and pistons. Accepted D wisdom is to replace other inaccessible components, such as the starter motor, while the engine is out.

As well as timing chain noise, listen for a deeper rattle that sometimes occurs on engines that have suffered infrequent oil changes. A loud tappety sound is probably caused by the exhaust rockers, which can wear badly if starved of oil as a result of the rocker post drilling becoming blocked.

The only other significant factor on the engine side is the fuel system. Although the performance of a fuel-injected model may be appealing, the cost of replacing components is high - injectors are quite

expensive. There are no special reliability worries, but a single Weber carburettor is inherently simpler. If you are tempted by an EFI, watch the rubber pipes on the injectors: fuel leaks as a result of perishing have been known to cause engine fires.



THE TRANSMISSION

The gearboxes are trouble free, though bearings do sometimes get noisy on five speeders. The semi-automatic system is also reliable enough by and large - it's not unknown for rough engagement to be caused by engine idling speed being set too high. A five-speed gearbox can be fitted to a four speed car.

The five speed boxes on later cars allow more relaxed cruising and better fuel economy, although fifth can become noisy at a high mileage. Few people have ever rebuilt a D gearbox: it's much simpler to buy a secondhand one on the rare occasion problems occur.

An important buying decision with a D is whether you want a hydraulic or conventional gearchange, the latter being more common on the later cars. The hydraulic change offers powered gear selection and clutch operation, so that all you do is move the column-mounted lever. The system is undoubtedly part of the Citroën mystique, but do you want the extra complexity? In general it works efficiently, but all the additional components - clutch operating cylinder, centrifugal regulator clutch re-engagement control, gear brain and gear selection cylinders - create added potential for problems. and if a fault does occur, you're well and truly stranded because you can't select a gear. The system has its followers and is really up to the individual owner, but it is a joy to use and again reliable.

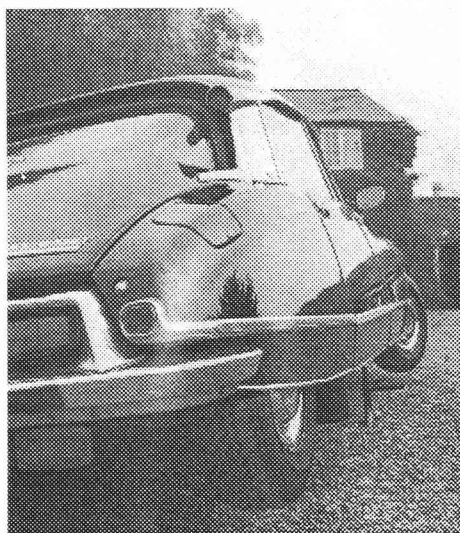
THE SUSPENSION

The suspension too is trouble-free if kept supplied with LHM (post September 1966) or mineral-based LHS2 (earlier cars) fluid. Under no circumstances must these be substituted for each other, or conventional brake fluid be used in an LHM DS - do so and you'll ruin every rubber seal in the car,

which will mean a four figure bill for parts alone! Fluid cleanliness should be checked regularly. Take a sample from the fluid reservoir in a jam-jar or similar and compare it with some new fluid. If it's dirtier, the fluid should be changed. The draining procedure isn't too difficult. LHM is readily available too. The LHS2 is scarce but Castrol have cleared RR363, the hydraulic fluid made for Rolls Royce Silver Shadows, as a direct replacement.

LHS2 is, in effect a thicker version of conventional brake fluid. Some people advise 'updating' an LHS2 car to LHM, but this isn't recommended. It's a big involved and expensive job, and as long as you change the fluid annually (LHS2 absorbs water) there's nothing wrong with the LHS2 system. Basically the same stuff is used in the RAF Nimrod!

On LHS2 and LHM cars the suspension spheres need changing from time to time - one that's been on a car more than five years is due for replacement. The symptoms are hard, 'bouncy' suspension, continual clicking from the pressure regulator area (LH



A great feature is the effortless jacking system. If only all cars had this!

side under carburettor or, EFI cars, beside the gearbox)

Reconditioned spheres are available, as is regasing in Australia. But for a sphere to be successfully regassed the diaphragm must be in good condition. Apart from the accumulator sphere on carburettor cars access for replacement is relatively easy. Use a chain wrench to undo old spheres - not, under any circumstances, a hammer and chisel! The spheres aren't fitted tightly, but the threads rust which makes removal a muscle building exercise!

The one significant problem that does occur is corrosion of the hydraulic pipework as with the braking systems on normal cars. The pipe loom, with three or four pipes depending on age and specification, is located at the front of the near-side rear wheelarch, where it's best seen with the rear wing removed. Remove the cover plate if you can examine the car with the wing off, otherwise put the suspension on its high setting with the engine running and shine a torch into the aperture at the bottom.

Since the piping is exposed to road dirt thrown up by the wheel, this is invariably where the system - which carries a pressure of about 1800lb psi - will rupture first. It's not a case of gradual decline: the suspension just suddenly fails, the car slumps and a telltale pool of fluid forms on the ground in front of the rear wheel. Preventive medicine with pipework overhaul is obviously the answer, preferably by a company specialising in Citroën hydraulics.

A fluid leakage onto the top of the gearbox casing indicates an ailing pump.

The only other typical suspension problems are revealed by a strange noise coming from front or rear. A crack from the back as the suspension goes up and down suggests that the pushrods are worn, while a clunk from the front when a wheel goes over a pothole indicates that a worn bearing in the bottom arm is creating knotty suspension movement. In each case, second hand suspension components are a relatively inexpensive solution

THE BRAKING SYSTEM.

The commonest problem with braking occurs with the handbrake, which plenty of people mistakenly adjust on the cable. This facility is to compensate for slack developing in the cable, whereas the proper adjusters are actually on the handbrake mechanism arms.

Changing the handbrake pads, which involves removing the steering rake and radiator, is another of those jobs wisely done if the engine has to come out for another reason. Citroën used to advise its agents to change handbrake pads at the same time as the clutch, as life expectancy is similar.

THE STEERING

Few problems occur on the steering side except for a well-known weakness in the link rods caused by the neoprene washers

in the ball assembly breaking up, allowing vertical play to develop. Improved remanufactured link rods promise a longer life because they use a spring instead of a neoprene washer.

THE INTERIOR

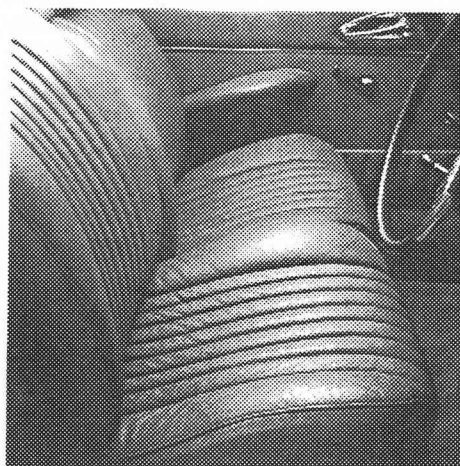
D interiors varied enormously over the years, but there are three basic types depending on age and model: velour, vinyl or leather.

Condition is important because there are no trim kits to offer easy solutions, and some of the materials have long since disappeared.

Australia was particularly hard on the velour interiors and they shreaded very quickly.

If retrimming is necessary, plain velour is the least troublesome to replace. Most colours can be matched reasonably closely with modern velours, but their reduced nylon content means they look slightly different. The velour for the Pallas seats, however, does present problems if you want to retain originality, because it features an embossed pattern on the centre panels. There's a slution if you feel inclined to persevere: since rear seats rarely become worn, it's possible to use material from a donor car to cobble together a presentable set of front seats.

Leather, available only on Pallas models, creates a truly sumptuous interior for budding boulevardiers, but it's fearfully expensive to replace because there's so much of it.



Citroën's Targa vinyl is also problematical because no-one today makes a substitute that come anywhere near replicating its distinctive diamond holed pattern. Again, the only solution of originality matter is to present a highly competent trimmer with a couple of sets of decent rear seats from which one servicable interior can be made up.

Recreating authentic bound edged carpets is less difficult because Wilton look very similar to the original style. Having loose carpet or a mat in the drivers footwell is extremely unwise; it can drift forward and become lodged beneath the brake button, with potential dangerous consequences.

Few other interior components cause difficulty because once again, wreck cars pro-

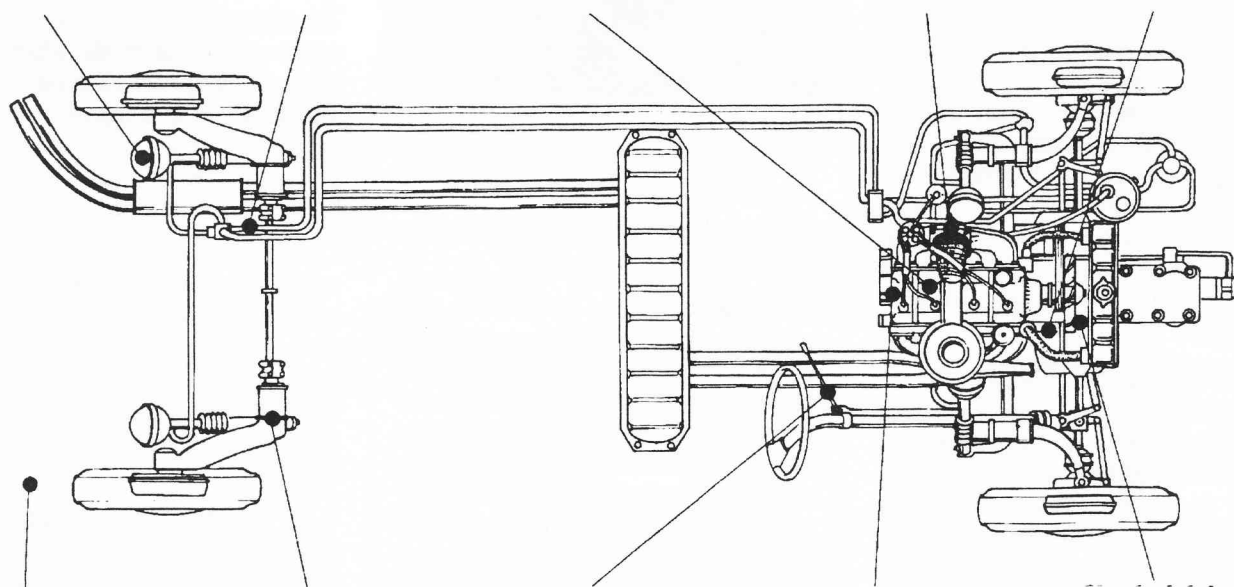
vide a useful source. Perhaps the two main problems are, firstly, the door-handles, which for some bizarre reason are made of chrome plated aluminium. The chrome tends to peel and getting a fresh layer to adhere is difficult. Secondly, the steering wheel in the Australian sun can loose its grip on the frame of the wheel. One solution is to use a syringe filled with an appropriate glue and inject through the covering at evenly spaced intervals to reattach the outer.

THE CONCLUSION

Although there's undoubtedly some truth in the D's difficult-to-service reputation, this extraordinary machine continues to labour unfairly under the perception that it's incredibly fickle.

It isn't. By mass-produced standards, a D offers exceptional engineering quality that stands it in good stead as time goes by. While most of their saloons contemporaries survive in tiny numbers. Ds keep on going in the hands of devoted followers who treasure them for their individuality, style, technical wizardry, character and engineering excellence.

The D is one of the great landmarks from automotive history. Ownership does require commitment and passion, to be sure, but the pleasure should far outweigh pain if you buy wisely. Study, choose carefully, consult experts and enjoy.



DS

RUSTFINDER

The DS is built on a rectangular chassis frame, with two box section 'sill' members running down each side, two other box sections running across the car, and the main floor 'underslung'. This gives the car strength - none of the upper outer panels are stressed. As explained in the article, there was little or no factory rustproofing, so 'inside corrosion of the box sections can occur.

1 Rust can form where the sill and floor join. It is not unknown for the floor and sill to part company completely. Poke the whole area - there should be no give in floor or box section.

2 Examine the sides of the box sections too - corrosion up to about 1in. from the bottom can occur, as well as rust you should look out for roughly welded patches - rot holes can easily be covered up, but the car's structural strength will still be suspect. The hydraulic and fuel lines run inside the sills.

3 Wing removal is straightforward, and once they're off, you can inspect the scuttle/bulkhead assembly. Access to some of the mechanicals is also easier.

4 Start by looking in the front skirt wells - in front of the wheel on either side. Rot here isn't critical structurally, unless it affects the adjacent chassis legs

5 Look at the front of the box sections beneath the front wing. With the wing off you can check the whole scuttle and A post area right up to the windscreen.

6 The top of the scuttle area can be checked for rot with the bonnet open and the wing still on. Rust here can occur, but as welding jobs go, rectification is easy - lots of nice straight edges.

7 You must check the whole floor thoroughly - look out for loose underseal and rust underneath. The common problem area is the floor directly underneath the petrol tank

8 There's a long pipe under the offside rear wing from the filler cap. This is where it enters the tank. Water can get between the fuel pipe and the body. The ligerex clip on the fuel line often rusts - and breaks - resulting in petrol leakage.

9 The inner rear wing area, and the whole back end must be examined carefully for rust.

10 You must look along the inner wings too, particularly where they join the outer, and down the leading edge.

11 The rear suspension and rear sphere mounting points are vital, and must be checked carefully, along with the whole underbody between the rear wheels.

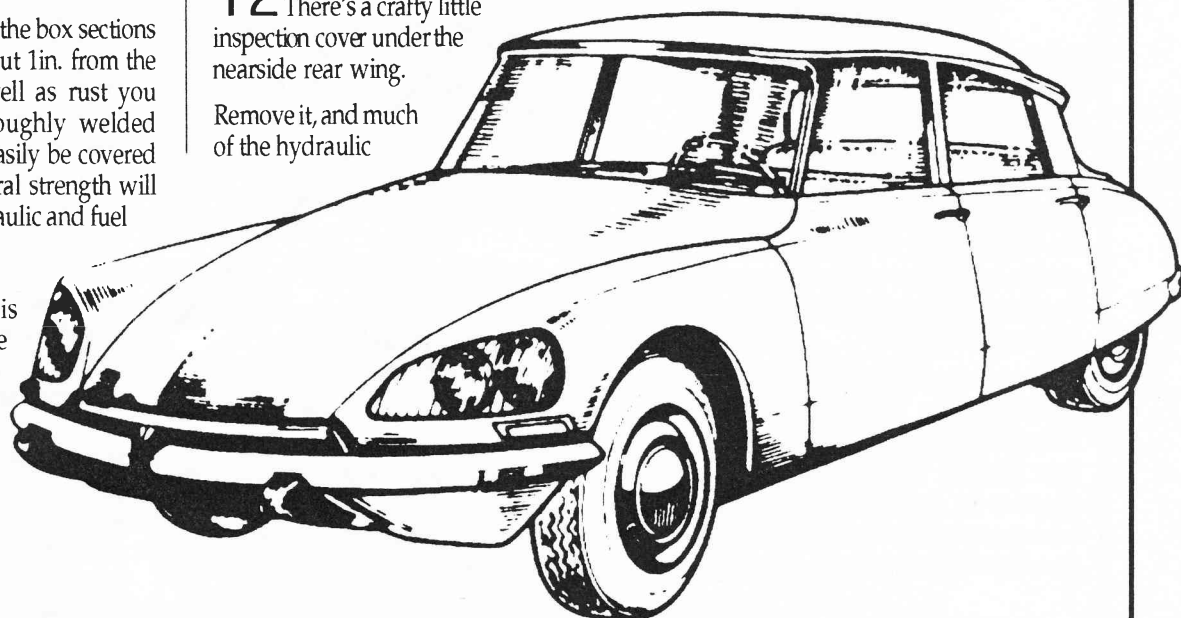
12 There's a crafty little inspection cover under the nearside rear wing.

Remove it, and much of the hydraulic

pipework comes into sight. If these pipes are rusty, you'll probably end up replumbing much of the car.

13 Have a good feel all the way round the windscreen too. As the seal hardens with age water can get behind - and the metal underneath rots.

Please note: This list was compiled using British cars, fortunately Australian cars did not suffer as badly from corrosion in general, but working through this list will ensure that all possible problem areas are reviewed before purchase or restoration.



THE *D* HOW TO DO IT PAGE

Many jobs that are dead easy on ordinary cars are an absolute pig on a DS. Changing the spark plugs, for example, requires a long reach box plug spanner - and one plug is right up against the bulkhead and has to be reached through a plugged hole in the rain gutter above it. Do, incidentally, make sure you replace the bung securely, with silicone rubber all round. Otherwise water will pour straight into the plug hole and short the HT lead out.

However, there are ways of getting around particular problems. You can also minimise work by taking a long term view, and doing certain jobs when they're accessible, rather than when they're needed.

This isn't a blow-by-blow account of how to do particular jobs. Rather it's a guide to what's involved, intended to help you assess a potential purchase. Apart from the first two, all jobs described require the hydraulic system to be depressurised - but don't panic, it's not difficult!

WING REMOVAL

Rear wings have to be removed for a wheel change, but it's a two-minute job. On bolt just above the rear light holds the wing on. Having a 19mm head it can be undone with the wheelbrace. Take it out and the wing can be slid off - but don't scratch it on the rear bumper as it comes clear. It is always a good idea to drape a rag over the bumper to protect the paint during wing removal.

The front wings are held on by six bolts - one inside the wheelarch one down through into air intake, two onto the headlight levelling bar, and two wings and supports the air intake scoop. You'll also have to unplug the wiring harness - mark the wires as the original colour coding isn't

particularly distinctive and the colours do fade.

Front and rear wing fixings have been designed in the expectation that the wings will often come off, but you can avoid any possibility of bolt seizing by greasing the threads. A good maintenance habit anyway.

EXHAUSTS

It is rumoured that the front pipe cannot be changed with the engine in situ. It is awkward, but rarely needs doing, as the front pipe is effectively a continuation of the manifold. It joins the main exhaust underneath, via a flange and four bolts. The rest is perfectly conventional. Fit a new front pipe (preferably stainless steel) as a matter of course when the engine is removed and you shouldn't have any problems.

STEERING RACK

Remove the cowl and radiator, and take the hydraulic flange pipe off. The rack can then be removed after disconnecting the steering links - disconnect the two relay arms at the bolted splines on top of the steering relay shafts and take them off with the rack. Refitting is more tricky, as an alignment tool (Part no. 1955-T) is needed to line up the rack and steering pinion. Some people manage to line it up by trial and error, but this is not recommended.

BRAKE PADS AND SHOES

Front pads are dead easy with the bonnet open and the spare wheel off! The drum rear shoes are also easy enough, though you need a simple gauge to adjust them properly. It's perfectly feasible to make it yourself.

Here is the tool illustrated.

The pin on the right locks into the centre of the hub. You then turn it, and the other pin should run round the pads.

In practise, because of the self levelling suspension, the rear brake pads rarely do much work - average life from a set is well over 60,000 miles!

More awkward is the handbrake pads and discs. You have to remove the front wings and steering rack, support the gearbox and take off the top mount, undo the driveshaft nuts to release the shaft. Then two set screws in each hub and pull the shaft through. The disc can then be removed after the foot brake calliper and you can then change the handbrake pads. Allow a whole week-end first time you do it. The moral is obvious - don't let worn-out pads damage the disc.

The handbrake pads hardly ever wear out - as long as the brake isn't used while the car is moving. Adjustment is fairly straightforward, though there are a few minor pitfalls.

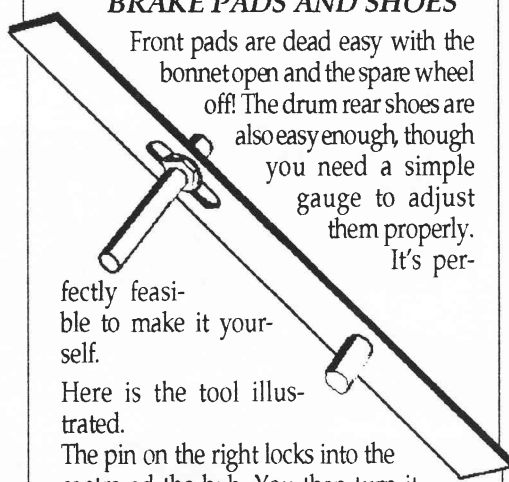
CLUTCH

Yes, you can do this with the engine in place! You have to support the sump, remove the driveshafts, radiator, steering rack, and all other minor components in the way of the gearbox. The box can then be lifted out and the clutch changed. This is definitely a full week-end job with a reliable helper!

ENGINE OUT

Proceed as above until you reach the gearbox, then unbolt the engine mounts at the chassis - four bolts. Now disconnect the exhaust downpipe underneath, the hydraulic lines and throttle/choke linkages running to the engine. There's a crane attachment point directly above the water point - lift the engine and gearbox out on this.

While the gearbox is out you should replace the handbrake pads, disc/cables and anything else that's now easy to reach and isn't in perfect condition. Removing the engine as well also gives you easy access to the engine mounts, timing chain and adjuster, exhaust downpipe and starter motor (do fit a good one though - some aren't). Have a good look around the engine bay too - check all pipework, fins, wiring that isn't accessible. Look too at the disc cooling ducts - if these are damaged or blocked only part of the brake disc will be cooled, which will cause the discs to warp. On EFI cars, check that the oil cooler matrix is clear. You don't really want to pull it out again in six months time, do you?



more SLOUGH 2CVS

by Bert Houtepen

Last January I sent away twenty odd questionnaires to all known early 2CV owners in an effort to compile a good list of available parts and possible cars for sale and exchange of info regarding restorations and so on.

Alas only seven people replied.

Although some four people I contacted by phone because i didn't have their postal addresses, all assured me "No worries mate, I'll send it back to you!"

Very disappointing that!

Shame, shame, shame. It takes two minutes to fill out that form and a 45 cent stamp. If your intentions were not to send it back why didn't you say so. I could have saved myself four time 45 cents. Ah well, on the other hand there are some 2CV owners out there who are very helpful setting up this register.

Namely Andrew Begelhole, John Hancock, and Robin Smith etc. Andrew in particular has been very helpful in locating more 2CVs for the register, including a van which I knew existed but didn't know where! (Now owned by Ernie Whyld of Bendigo).

Andrew also put me onto a Phillip Ogg in South Australia. I rang this Phillip and he told me he owns a 1957 restored 2CV (unsure if this is a Slough car).

Phillip told me he was thinking of selling the car and also had many spares.

Subsequent phone messages and forms sent out were ignored and Andrew says he has rung him a dozen times, and yes parts are for sale and I will give details of spares etc, etc. Funny people some Citroën Owners. I hasten to ad that Phillip sounds a very nice chap on the phone!

Not many of the people who sent back their forms needed or had any spares for sale.

Andrew is still after seat frames for his car and he is after rear and front bumpers. He also needs a headlight glass but I can help him with that.

Norman Weiss of NZ has got an old motor he might want to part with, and he is looking for a vent flap (I probably can help him with that one.)

I had a nice chat with Ernie Whyld of Bendigo some 8 months or so ago about his

van which was then two thirds restored. He got some ripple panels made up by a local engineer. "They were pretty buckled however" Ernie writes (in letter with form), "But are not so bad now after a lot of bronzing" if I read that right!

If anyone wants to know how to make ripple iron he can show you how to do it.

All 2CV freaks are welcome to view and fondle his van (ring first) Ernie also knows of a retired gent called Gibbs in his area.

Any one know this particular car? Please do not write all at once!

Any one who needs rings for their 2CV engine and can't locate them locally, should try Presco Ring Co. in New Zealand. The two oil rings that formed part of the set I recently bought in England, were the wrong size.

None of the obvious local part suppliers, Citroën or otherwise were able to help.

This mob (P.O. Box 66 Paraparaumu N.Z Fax. (04) 297 3332), had my rings (66 x 4.5), sitting on their shelves.

And anyone needing a front bumper for their Slough 2CV, only need to find a rear bumper off a Morris Minor (not sure which year exactly, as they may have changed them over the years.)

Have a good look at them and you'll find that the Slough front bumper is a shortened rear bumper of the Minor. (the steel part that is, not the chrome cover).

The bumper on my car has a weld joint right in the centre where they cut out 6 or 8 inches to make it fit the narrower 2CV. The two halves were then simply and neatly welded together. As for overriders, they are also of the Minor with the bottom half sawn off.

I am sure the rear bumpers of the slough 2CV's (both the narrow and the broader type), were sourced from some British car.

I am still looking for a ripple bonnet and a bonnet catch. Will pay good money for a good bonnet!

Thanks for the good people who sent back their forms and for some photos of their cars.

They would have received a photo of my 2CV and a full list of all known early 2CVs and their owners in Australia and NZ. If there is a car that you know is not on the list let me know please.

Catch your later...Bert Houtepen.

List of all known early 2CVs in Australia and N.Z. and their owners

Boyle, Peter (Vic) - (03) 480 3560
1953 Slough - Chassis no. unknown

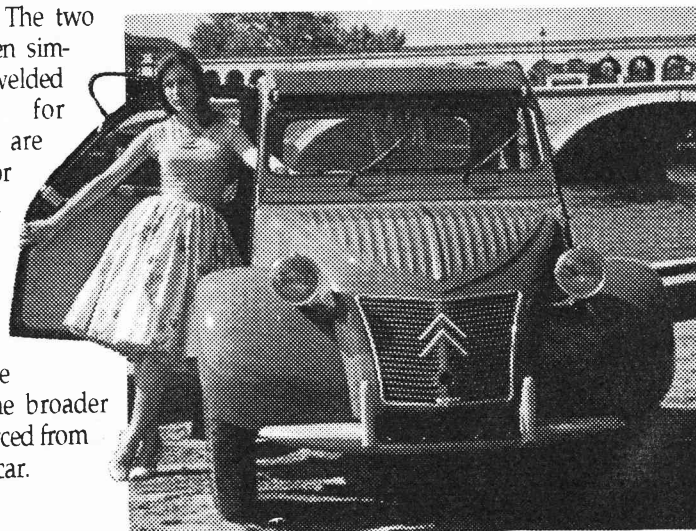
Brundle, Roger (Vic) - (03) 380 9321
1953 Slough - Chassis no. 8530134

Blinkenberg (NSW)
Slough - Chassis No. 8551054
Complete but sad condition
Presently at Chevron Motors

Begelhole, Andrew (Vic) - (055) 628 169
1953 Slough - Chassis no. 8530024
Ex. Bill Voorwinden car - Andrew needs some seats for his car.

Bunting, Bill Snr. (NSW)
Slough - Chassis no. 8530083
Unrestored condition.

Bunting, Bill Jnr. (NSW)
Continental Cars (02) 759 1086
Slough - Chassis no. 853 0101
Unrestored condition



Chapman, Paul and Kaye (Vic)
Slough - 1957 - Chassis number
unavailable

Dawson, Jim (NSW)
Chassis no. 853 0010 - Ex Frank and Helen
Price car - now being restored

McKibben, Mark (Vic) - (056) 287 650
Chassis no. 8551095 - Nothing else is
known about this car.

Essex, Noel (Vic) - (052) 551 755
Slough - Chassis no. 857 1088
Car supposed to be in good order but has
a broken crankshaft.

Francis, Les (NSW)
Les has 2 early 2CVs sitting on a property
outside Sydney. One is a van!. Can't get
near the cars, but Les promised me on a
few occasions to give me details, still
waiting.

Gries, David (Vic)
Chassis no 853009 - complete and running
when I last saw it in 1989.

Grivicic, Daniel - (03) 527 3152
Daniel owns a 1958 French 2CV
Ex Chesmir Morkert, Sydney. Now being
restored I presume.

Hiller, Steve - Davenport (Tas.)
Chassis no. 8551007 - car is complete but
rusty.

Henman, Ray (NSW) - (02) 974 4604
Chassis no. 8551175 - Complete car and
was still running in 1986

Houteven, Bert (02) 746 9920 (NSW)
Slough - Chassis no. 8551175 - Complete
car and being put together slowly

Dejong Motors Canberra
Chassis no. 8530048 - They have sold their
1953 car, but don't know the new owner.

Locke, John (Vic) - (03) 830 5503
Chassis no. 8551024 - In good running
order, repainted yellow and on classic
plates.

Mason, Leigh (NSW) - (060) 252 691
Chassis no. 8530030 - Restored,

Owens, Lee (Qld) - (07) 289 9237
Chassis no. 8538092
This number doesn't make sense as the
second 8 suggests it is a van which it is not!

Ogg, Phillip (SA) - (08) 3395692
I talked to Phillip on the phone and the car
is restored and maybe for sale. He also has
many spares.

Spalding, Geoff (NSW) - (02) 660 2058
Chassis no. 8551088 - Complete and
unrestored

this & THAT

by Russell Wade

Upon reading the two articles on 2CV vans
in December's Front Drive I could not
resist raking through some back files in the
grey matter and putting down a few facts,
before they are lost (my memory never
fails, it just gets overloaded with new stuff)

The 1954 Fourgonette was in my possession
for a number of years before I sold it to
Ernie of Bendigo for a figure less than \$251.
I bought it from a Janet Mathews, although
I never met her at the time, her father had
bought the car from Commonwealth Motors
in A'Beckett St. and had driven it to
and from work every time. Some malady
had caused it to be taken off the road in
1966, a broken front chassis I think. Any-
way it sat in Matthews back yard under
the proverbial peppercorn tree for a decade
or so. The body slowly reverting back to
Ferrous oxide (iron ore).

I bought the van as a parts car, but the
reverse happened, I acquired more parts
instead of removing parts. I had some
sheet metal folded up to replace some of
the rusted parts and fitted them, but con-
cluded it would be easier and more fun
welding up Milo tins (try welding Milo
tins). I also stripped the paint above the
rear doors and found the word Common-
wealth under the top coat. There were also
4 holes (3 pairs) above the waistline on
each side apparently used to bolt a flat
advertising board on. Later vans have flat
panels above the waistline. Amazingly in
my filing system I have the engine number
Peter could not read ie QJ 06227. I also have
what I thought was the body number plate
for this vehicle, but the number is a sedan

number not a Van number. In a moment
of weakness I once owned 2 early 2CV
sedans as well as this van. So I think a
Body ID plate became mixed up.

Regarding the 2 later 2CV vans of Peter
Fitzgerald and Chris Bennet, I was in the
early stages of catching Citroenitis and
Mark Navin was reaching the end of his
patience and finances in putting the 4
2CVs he imported on the road. Anyway
he (Mark) knew that I knew more about
body repairs than he did and since no one
else would touch them he
con...con...conned or contracted me to fix
(pretty up) the bodies of both vans and 1
of the 2 sedans. They all had blobs of
surface rust and ragged hemlines (bot-
toms of guards, doors and body were
rusting into oblivion) as well as minor
dents everywhere.

To keep the cost down (1) Phill Sethna did
some donkey work - sanding of rust and
damaged paint (2) I litre of paint was
bought for each vehicle. (3) The time hon-
oured method of rust/defect repair was
used - bash it in and bog it over. From
experience farmers ute repaired this way
last much better than those where rust is
carefully excised and new metal let in.

With hindsight all I can say is they lasted
very well (13 years) Peter's van was given
a total respray except for about a 2 foot
wide strip down the centre of the roof, all
on a litre of paint. The colours matched
fairly well although I think the Red van
was the worst match consequently the
most painted.

Smith, Robin and Sue (Vic) - (03) 527 5429
Chassis no. 8551033 - Restored but in Dolly
paint work and on classic plates.

Wiess, Norman (NZ)
32 Douglas, St. Gisborne, New Zealand
Chassis no. 8581156
Mechanically sound, used daily, body
rough around the edges. Yellow and black
Charleston style paint work. Recondi-
tioned motor 1991. Never restored except
paint.

Wilson, Peter (Qld) - (07) 3532297
Chassis no. missing, but body no. indi-
cates a 1953 model (sa53167)
I looked at it three years ago. Peter has
been working on it for a number of years.

Whyld, Ernie (Vic) - (054) 412931
No. chassis no. available
It is a Slough Van. Three quarters finished
and I believe for sale, because Ernie is
buying a house.

*Come on Guys what about making Bert's
difficult task a little bit easier and supply as
much information about your cars or any
other cars for that matter. His phone number
is (02 746 9920) Well done Bert and keep the
good work up Bert - Editor*

RESTORERS GUIDE-TRADE DIRECTORY

If you a recently discovered a supplier/service that can be of use to other restorers let us know at CCOCA and we will publish it in this free Directory. Half our membership is out of Victoria so please forward those interstate recommendations. These will be invaluable for restorers in that state, or for members driving interstate and needing assistance. Listing is at no charge for the recommended supplier/service. The organisations and services listed in this Trade Directory are recommendations from members of CCOCA Inc. and as such the club accepts no responsibility for quality or workmanship

BIG SIX FRONT END CRADLE

Changeover with reconditions silent blocs fitted to top and bottom wishbones
Mel Carey 018 516 126 Victoria

FRONT AND REAR SILENT BLOCS

Supplied and fitted to suit L15, B15 and Big 6 on changeover basis.
Mel Carey 018 516 126 Victoria

FOR SALE

HYDRAULIC 4 CYLINDER 2CV

Ok I finally have to admit it. I don't have the time to finish this project. As featured in Front Drive Vol. 8 Number 3, consists of a shortened 1974 GS 1220 floorpan and mechanicals with a 1953 2CV Sedan Bodyshell. Most of the hard work done, but far from finished. Requires dedication and a sense of the absurd, but includes most parts to finish including a knackerd 1220 engine and lots of part you don't need, Be the first on you block with a hydraulic, disk-braked, 2 cylinder 2CV. Very cheap to right home. No 'gunners' please

Roger Brundle
Hm (03) 3809321
Wk (03) 268 4884

GEARBOX ASSEMBLY

All Tractions models reconditioned considerable experience Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

DRIVE SHAFTS

Reconditioned for all Traction models Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

STEERING RACKS

Reconditioned for all Traction models Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

STEERING ALIGNMENT

Tractions Gerry Propsting 18 Bellara Drive Mooroolbark Victoria (03) 727 1890

MUFFLERS & TAILPIPES

To suit Early Ds/ID to 1962 in stainless steel Russell Wade Victoria (03) 570 3486

ENGINEERING

White metal bearings poured to suit Tractions Col. Rothwell 25 Tannock Street North Balwyn Victoria 3103 (03) 857 4201

Reconditioning of 2CV Cranks - Pascosvale Victoria - contact Peter Boyle

Engine rebuilds vintage and Classic Specialists - white metal repourers etc. AS Broad 68 Tope St. South Melbourne Victoria

TRIMMERS

Village Vintage Auto Supplies - Trimming supplies etc, i.e. bonnet lacing, window (bailey) channel, door draft excluder, trim clips etc. 148 Maroondah Hwy Ringwood Victoria 870 1728

J7L Auto Trade Carpets Manufacturer - sells direct. 74 stubbs St. Kensington Victoria

WANTED

Donations of unwanted photos of past club events... to go into a photographic collection profiling the history of the Club over the past 15 years. If you have any photos spare that you are willing to donate to a collection being put together, please forward them to Robbie Stockfeld etc.

Please note on the photo all relevant details - identities of the cars, owners, club members, location and event date and of course the name of the photographer for credits.

WANTED

NED CLARKE is looking for a Roadworthy Light 15 or other "interesting" Citroen. Has seen a large number of very down cars and is only interested in purchasing a quality car, 2CVs, good early ID DS would be of interest. Please contact Ned (051) 47 1001 or Robbie Stockfeld who will pass on the appropriate information.

FOR SALE

1951 English L15

Registered and running with original registration. Restored and upholstery redone in leather. Has original sunroof, easy clean wheels. Metallic Grey.

Has been with same owner for 15 years. \$8,000 or nearest offer
Phone Margaret Gercovich
(03) 874 3469

FOR SALE

Renault 16 TS

Good reliable solid comfortable 5 door liftback. Runs well. white, tan interior. Unmistakably French. Offers around \$1000 considered
Phone Peter Fitzgerald for further details
(03) 532 8707

CCOCA SPARES

T R A C T I O N E A R L Y 2 C V

NEW OIL PUMP GEARS	\$55.00
WISHBONE SHAFT, UPPER, RECO	\$180.00
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 32PBC 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
SEAT RUBBERS	\$1.00
WIPER BLADES (PAIR)	OOS

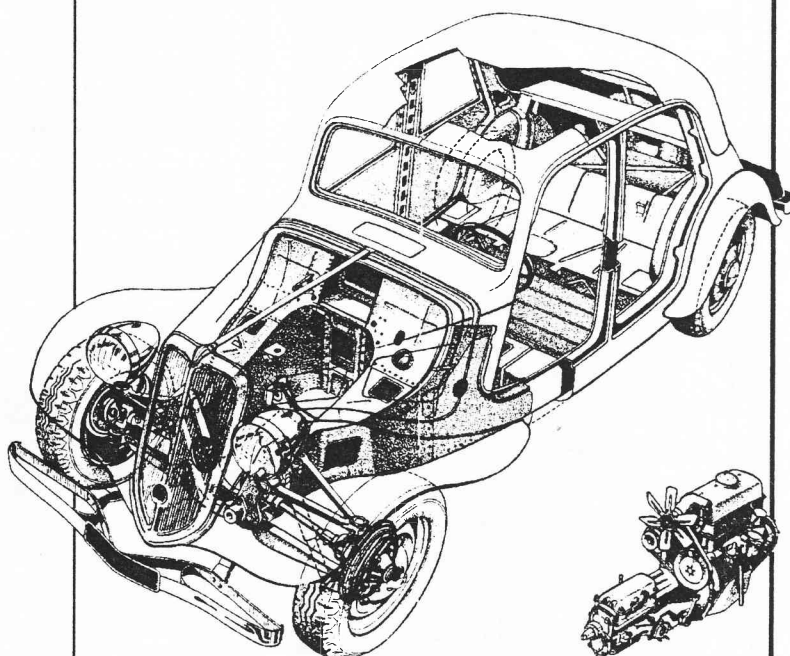
ALL PARTS ARE NEW, UNLESS OTHERWISE STATED.

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 by the club, but we can arrange delivery quite quickly in most cases.

W A N T E D

CHANGE OVER SILENT BLOCS. (FRONT) \$56.00, EACH PROVIDED
YOUR SILENT BLOC SPLINES ARE SERVICABLE



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

OOS = OUT OF STOCK N/A = NOT AVAILABLE

BY THE WAY, I CAN'T JUSTIFY THE TIME TO CHASE UP SECOND
HAND PARTS. IF YOU NEED THEM - ADVERTISE IN THE MAGAZINE
PRICES SUBJECT TO CHANGE WITHOUT NOTICE
CONTACT THE CLUB SPARE PARTS OFFICER PETER BOYEL

