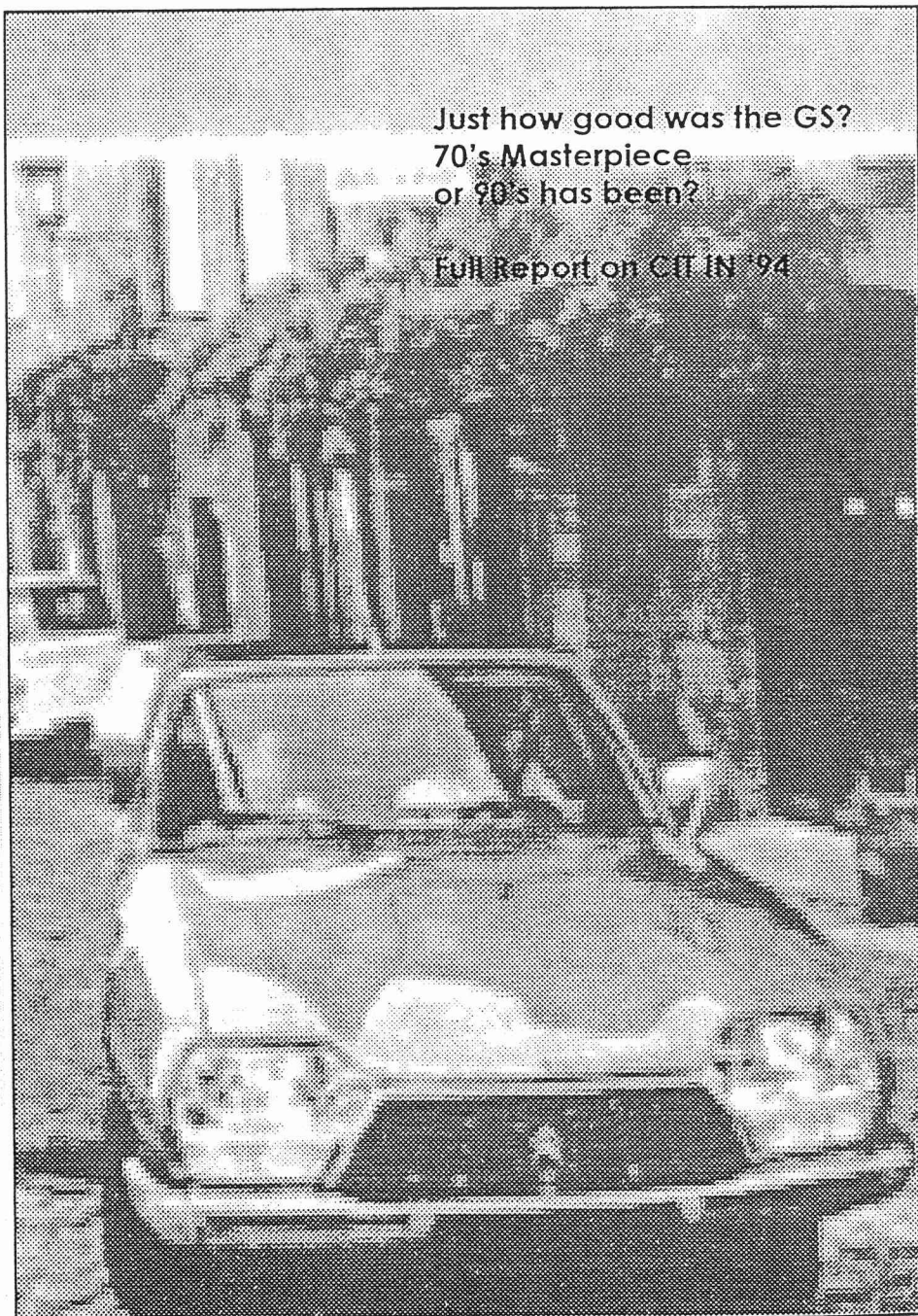


FRONT DRIVE

The Magazine of the Citroen Classic Owners Club of
Australia Inc.



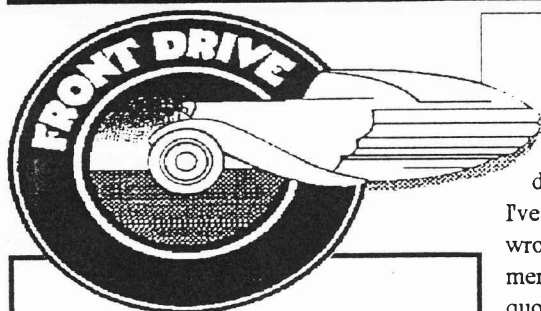
Just how good was the GS?
70's Masterpiece
or 90's has been?

Full Report on CIT IN '94

PRINT POST APPROVED PP341403/0013

April/May 1994

Volume 18 Issue 1

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FROM the desk

Well, here I am, back at the editorial desk (or is that "keyboard" these days?). I've looked over the last editorial that I wrote for Front Drive (Vol. 13 No. 4, summer 1989-90) to see what was the status quo when I left, and perhaps get a feel for how things might have changed.

I noted the enjoyment and opportunities that editorship had given me and (prophetically!) indicated that I might re-

We should by no means overlook the inputs of unidentified helpers in facilitating Club activities

turn to the post at some later time. I expressed appreciation to those who had contributed material for the magazine, and particularly to those who had offered kind words and encouragement.

In the intervening period, Dylan Webb and Peter Fitzgerald have soldiered on, each very ably carrying out the essential task of maintaining the magazine as a communication link with CCOCA members, while at the same time imparting to it their own special flavour, based on humour (wry though it might be), interests and inclinations. This is how editorship should be I think, and I'm sure you'll join me in applauding Dylan and Peter's efforts, noting especially the high technical standards to which the magazine has now risen.

We should by no means overlook the inputs of often unidentified supporters and helpers in facilitating club activities such

as magazine production - other club members, spouses/partners (who may also be club members), uncles, aunts and even "cousins", the latter having made significant, perhaps unknowing major inputs in recent times. In future, we look forward to support from the Prez's cousin Jo!

As to content of the magazine, well of course this depends on what is available, which in turn depends to a large degree on what members bring forth for inclusion, including what they may have written themselves. Here I should note major "Members' Cars" contributions which have been to hand for some time from Warren Seidel and Andrew Beglehole. Fear not - they shall be returned! (after they have been published).

In my last editorial, I indicated that Front Drive was aiming to do what the members appeared to want ie. "to provide information of interest to club members in the general areas of historic, technical and social matters — typically (but not exclusively) related to the field of classic Citroens". The recent survey of CCOCA members seems to confirm that this aim is being achieved, but I think the results of the survey (see last issue) provide valuable pointers as to how we can come even closer to meeting members needs and desires.

Future issues of Front Drive will, as in the past, follow specific model "themes" as in a separate note elsewhere. This may assist intending contributors.

I look forward to working with and for you over the following year.

Bill Graham

H **ONORARY**
LIFE MEMBERS
Nance Clarke 1984
Jack Weaver 1991

CCOCA MEMBERSHIP

Annual Membership \$30
Overseas Postage Add \$9

CCOCA MEETINGS

Every fourth Wednesday of the month, except December, Canterbury Sports Ground Pavilion Room, cnr Chatham and Guilford Roads, Canterbury, Victoria. Melway Ref 46 F 10, or the Anchor & Hope Tavern, Church St, Richmond.

Citroen Classic Owners Club of Australia Inc. and Front Drive postal address is PO Box 52, Balwyn, Victoria, 3103.

CCOCA Inc is a member of the Association of Motoring Clubs, GPO Box 2374V, Melbourne, Victoria, 3000.

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

Neither the CCOCA Club, nor its committee can accept any responsibility for any mechanical advice printed in, or adopted from Front Drive.

PREZ SEZ

After being involved with CCOCA since 1981 - predominantly simply as a member, although more recently in running CCOCASHOP and filling the role of Activities Officer - I have been co-opted into the position of President of our Club for the 1994/95 Club Year. Before going any further I must take this opportunity to thank my predecessor - Robbie Stockfeld, and indeed all of last year's Committee. 1993/94 was a busy year for the outgoing Committee with special input from, and thanks to, Peter Fitzgerald. Peter in the last year put Front Drive onto a very regular and even keel. He has set a high standard that anybody following will find a challenge to repeat. 1993/94 was also, I believe, one of the busiest that the Club has undertaken with events, of one type or another, almost every fortnight. Peter Boyle's input to Spare Parts continued despite his ill-health through part of the year. Behind the scenes support from Peter Hore and our 'new comer' Ian Forster helped to make the past year a success, overall.

Naturally, in any Club where Committee work is both honorary and demanding not all the members of last year's Committee chose to stand again for this year. Not only did Robbie decide to leave the Committee, pressures of his increasingly demanding and strongly growing business have forced Peter Fitzgerald to resign from the role of Editor. The new Committee, whilst looking a little recycled [at least to those with along association with CCOCA] has taken on-board a number of the recommendations that resulted from the recently completed survey of members and the Club is set for a great year in 1994/95. Taking

the position of Activities Officer is past President, John Couche and Bill Graham has also returned to Editorship of Front Drive. Peter Hore, Ian Forster, Peter Boyle and I welcome both John and Bill back onto the Committee.

Elsewhere in the issue you will find both an introductory article from John and his Calender of Events for the year. John is keen to see the activities of the Club re-

In any club where Committee work is both honorary and demanding not all members chose to stand

focus onto a more technical footing and this is clearly reflected in the events he is planning. Not only does this reflect John's interests and expertise but also the clear findings of the survey, to which I have already referred. It should be remembered though, by those members who do not wish to see a decline in the level of the social activities of CCOCA, that whilst a 'Garage Crawl' to Maldon may not appeal, a day trip to the antique shops of Maldon combined with a barbecue lunch can form an integral part of a 'Garage Crawl'. Both John and I - indeed the whole Committee - is committed to this rediscovery of the Club's technical roots.

It has been decided by the Committee to put to the membership a possible alteration to the Club's constitution. The details of the alteration are shown elsewhere in this edition of Front Drive. Put simply the proposal from John Couche is that full membership of the Club should be restricted to owners of Traction Avant - of all types - early 2CV's and Citroen models that were not 'officially' imported by the Citroen Concessionaires. This proposal will be put

to the vote at the Austraction meeting in Bairnsdale in June. A two thirds majority of members present and eligible to vote will be required to make any modification to the Constitution of CCOCA.

Speaking of Austraction, bookings are going very well for the Premier Event in the CCOCA Calender. So much so that the Riverhill Motel is booked out. However the caravan park still has some space. So if you are planning on coming the Bairnsdale for the Queen's Birthday Weekend you will need to get a move on regarding accommodation. For those of you who have booked accommodation but have yet to register, please get your registration forms in to me as quickly as you can.

At the Easter Meeting of Citroen Club's in Mudgee it was confirmed the CCOCA will be hosting the Easter Rally in 1995, with the support of CCCV. Work is already underway for this event which will be held in the Bairnsdale vicinity. As John has taken on the role of Activities Officer on the proviso that he will not have anything to do with the running of either Austraction or the Easter Rally a proposal will also be put to the membership over the Queen's Birthday Weekend to expand the Committee by one person. This role will be defined each year by the Committee and its emphasis may change as the Club's needs alter from year to year. Most certainly, though, for at least 1994/95, and possibly the following year also, the position will involve planning for and running the Easter Meeting. In line with the Club's decision in 1984, when last we hosted the Easter Rally, there will be no Austraction in 1995.

Once again, thank you to the retiring members of the 1993/94 Committee, and welcome abroad to the incoming Committee.

Leigh F Miles

inside...

**FROM THE DESK
PREZ SEZ
CCOCA CALENDER
PAST EVENTS
FORTHCOMING THEMES, DOROTHY FIXX
CITRO-OZ
TECHNICAL TIPS
CIT-IN '94
CONSTITUTIONAL AMMENDMENTS
CCOCA AWARDS
COVER FEATURE - THE GS**

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A Word from the Activities Desk

G edday! It's good to be back on the CCOCA committee again after a break of a few years - this time as Activities Officer.

Over the next 12 months or so, I hope to give you a wide variety of events to attend that will appeal to **all** members.

I realise that some people are looking for social orientated activities whilst others are more interested in technical subjects - the events listed below have been carefully thought out to combine both preferences in a manner that should appeal to single members, families, Citroophiles, technocrats and social butterflies.

I believe that CCOCA is primarily a club concerned with the preservation and use of classic Citroens and most events should revolve around the cars we own. In this regard, the use of our Citroens is placed high on the event planning criteria.

The number of activities has been trimmed this year so that, on average, there is only one activity per month - whether this be a general meeting or a day run/ technical day etc.

Importantly, you will notice on the calendar that the bi-monthly "open nights" previously held have been abolished. The club will meet now only every second month at the meeting room for a general meeting; every other month will be an informal night at a local pub for a natter and drink (in moderation please!) night. It has been agreed to use the facilities at the Anchor & Hope Tavern in Church Street, Richmond for these events.

Each general meeting will have a planned activity of some sort; whether it be a guest speaker, technical discussion, film night etc.

As detailed elsewhere in this edition you will notice that a proposal has been tabled to amend the CCOCA Constitution to create a new executive position of "Committee member." In this regard, I will be dealing only with the day to day events/activities of the club. Major events, such as Austraction and National rallies will be co-ordinated by the incumbent of the new position if it is created.

John Couche
Activities Officer

COMING EVENTS 1994-5

WATCH THE COMING EVENTS SECTION!

Remember, this is YOUR club and without your support the club cannot be successful.

11-13th JUNE, 1994 AUSTRACTION 94

The **main event** for CCOCA for 1994 - this year to be held at Bairnsdale in eastern Victoria.

Be sure to get your calendar organised so as not to miss this one.

Refer to the information previously sent to you regarding bookings, timings etc.

27th JULY, 1994 NIGHT AUCTION

Something **new** to try on a cold winter's night.

Bring along any item of interest that you want to auction, preferably Citroen orientated but not essential.

Just think guys, the good lady will probably be at home in front of the fire with your best bottle of port so you're free to bid for that "special" item that you always wanted and was never game enough to get before.

Peter "Luigi, the Unbelievable" Boyle will be the Auction Master, as usual, so a fun night is guaranteed.

Admission will be by an item to auction.

Supper provided.

28th AUGUST, 1994 GARAGE CRAWL, DAY RUN AND FAMILY PICNIC

Ian Kimpton has agreed to open his garage doors in Maldon for all members to have a look at a car they probably haven't seen before and to poke around his garage.

Plenty of time to talk about Citroens, or anything else for that matter or to look around beautiful historic Maldon. A picnic/BBQ lunch day to entertain the whole family.

A good chance to give the Citroen a run and to meet one of our country members and for him to meet you.

More details will be given closer to the date.

Swap Meet Dates

W hilst we do not claim that this is an exhaustive listing of Swap Meets around the Nation, it should provide most members with a usable list. Should your favourite SwapMeet not be listed here, contact John Couche and he will ensure that the list is updated in the next edition of Front Drive.

30.4.94	Naracoorte SA	Info. 087-622180	11.9.94	Liverpool NSW	Info. 02-6060583
15.5.94	Chatswood NSW	Info. 02-5993726	17.9.94	Cambrat SA	Info. 085-645106
22.5.94	Maitland NSW	Info. 088-322273	18.9.94	Gawler SA	Info. 085-2740423
29.5.94	Banyo Qld	Info. 07-2863424	25.9.94	Lismore NSW	Info. 066-244411
4/5.6.94	Vintage Drivers Swap	Fresh Centre Vic Info. 03-5606186	9.10.94	Maitland NSW	Info. 049-558607
18/19.6.94	Lawnton Showgrounds Qld	07-2694058	15/16.10.94	All Makes	Fresh Centre Vic Info. 018-354298
19.6.94	Gosford NSW	Info. 043-428088	15.10.94	Wagga NSW	Info. 069-252130
25/26.6.94	Nerang Qld	Info. 075-311019	16.10.94	Parkes NSW	Info. 068-622930
26.6.94	Warragul Vic	Info. 056-231412	16.10.94	Canberra ACT	Info. 06-2588747
17.7.94	Coffs Harbour NSW	Info. 066-531154	23.10.94	Sydney NSW	Info. 046-284319
24.7.94	Heidelberg Vic	Info. 03-7546843	23.10.94	British Blacktown NSW	Info. 02-6398611
7.8.94	All Holden Day Hawkesbury NSW	Info. 02-8094642	4-6.11.94	Elmore Vic	Info. 053-333442
15.8.94	CHACA Fresh Centre Vic	Info. 03-5802004	5/6.11.94	Queanbeyan NSW	Info. 06-2993552
20/21.8.94	Cessnock NSW	Info. 049-585425	6.11.94	Luddenham NSW	Info. 047-734460
21.8.94	Cherrywood NSW	Info. 047-774250	12/13.11.94	Bendigo Vic	Info. 054-411002
28.8.94	Dubbo NSW	Info. ??	13.11.94	Taree NSW	Info. 065-527159
10/11.9.94	Gunnedah NSW	Info. 067-421197	20.11.94	Penrith NSW	Info. 047-774182
11.9.94	Shepparton Vic	Info. ??	4.12.94	Moorebank NSW	Info. 046-471206
			11.12.94	Moorabbin Vic	Info. 03-4784473

1994 All French Day - Wandin Yallock

Living in the Dandenong Ranges in Victoria during Autumn can be second to nowhere else on earth - but then again it can rain!

Sunday, 10th April, 1994 was one of the days when it rained but that did not stop the 1994 **ALL FRENCH DAY** from being a successful event for

The winners in each class were new cars.

There was no allowance made for age

Citroen, Peugeot and Renault lovers.

All together, over 100 vehicles from the various clubs turned up on this cold and wet Sunday to show the owners of lesser vehicles how it should be done. Unfortunately, other French makes such as Beleot, Bugatti, Panhard etc. did not support the event this year which detracted from the interest somewhat.

Eight cars from CCOCA members were present as follows:-

Leigh Miles	Visa
Mel & Colleen Carey	Big 6
John Couche & Susan	11BL

Bryan Grant	Light 15
Peter Fitzgerald	GSA
David & Janet Gries	2CV Mehari
Gerry & Pat Propsting	DS
Bill Graham	-

A large contingent of Citroens arrived from the CCCV to boost the number of Citroens to a respectable display.

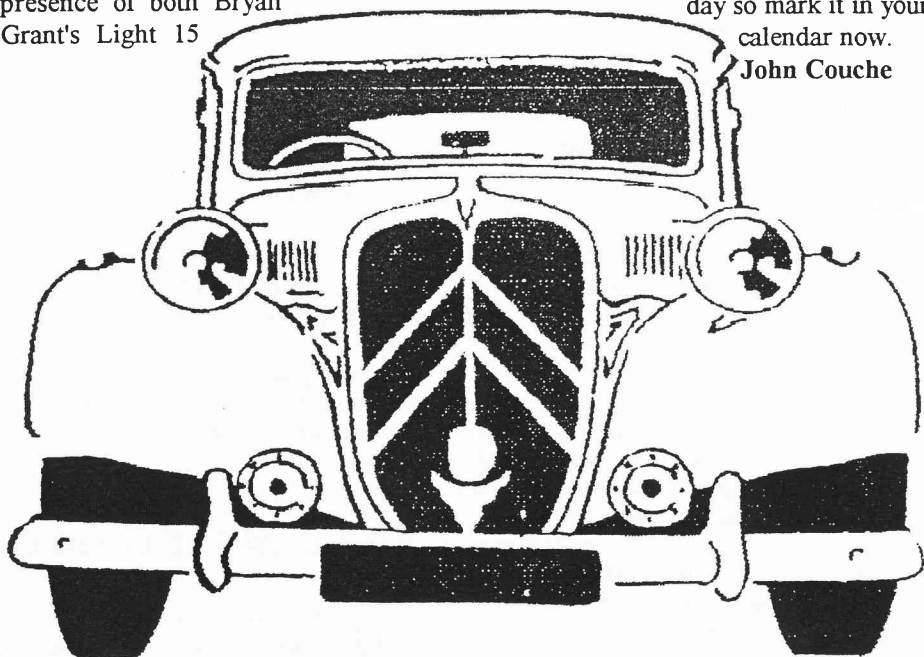
Judging for the Concours d'Elegance event was through the 3 best cars for each marque present. CCOCA did not rate a mention in the final judging despite the presence of both Bryan Grant's Light 15

and Peter Fitzgerald's very good GSA. Some of the competition was very tough!

It was interesting to note, however, that the winners in each class were new cars. There was no allowance made for the age of the vehicle being judged, as is done in the CCOCA Concours d'Elegance events.

The **ALL FRENCH DAY** this year was organised by the Peugeot club who did a fine job in ensuring that everything went smoothly (except for the weather). Next year, it is Citroen's turn to organise the day so mark it in your calendar now.

John Couche



A Word from the Activities Desk

28th SEPTEMBER, 1994
TECHNICAL NIGHT
TRACTION BRAKES
- JACK WEAVER

Jack Weaver has proven to be one of the club's most popular and entertaining speakers on his previous technical nights - and this night promises to be just as good.

Even if your not into the technical side of things, Jack's anecdotes and stories will keep you fully entertained.

The subject for this night will be the correct setting up and adjusting of Traction brakes for maximum braking efficiency - including Jack's own method of doing away with the original piston and cup seals for a more efficient O-ring system and dual

leading shoes.

This night is a must!

Supper provided.

FUTURE EVENTS

Details of the following events will be provided in future editions of Front Drive so mark them on your calendar and watch this space.

16th OCTOBER, 1994

Combined Concours d'Elegance with the All French Day CCCV.

23rd NOVEMBER, 1994

Model Concours d'Elegance and photograph Guest speaker

competition.

25th JANUARY, 1995

Film night

26th FEBRUARY, 1995

Day run to David Malkin Restorations in Geelong. Afternoon tea at Jack Hawke's house.

22nd MARCH, 1995

Annual General Meeting

23rd APRIL, 1995

26th APRIL, 1994

Traction Front Suspension Tools

C COCA Spare Parts Officer, Peter Boyle is as you might expect, a "man of many parts", and he demonstrated his knowledge and versatility once again at the April CCOCA General Meeting.

Peter gave a rather impromptu talk on the subject of: Special Tools for the Traction Front Suspension. We were fortunate to also have present Gerald Propsting, well-known for his meticulous work in restoring and maintaining Tractions, and the approaches and comments of these two experienced and knowledgeable experts made for an entertaining and valuable evening. New member, Graham Barton, also provided valuable input to the evening.

For those not 100 percent familiar with the topic, the illustrations herewith (adapted from Front Drive 10 (1) May/June 1986) will help to make matters clear.

The special tools which Peter demonstrated have been made up for CCOCA by marine engineer, Dennis Walton, and incorporate improvements from the original factory designs, based on experience and refinement. As such, they may differ in detail appearance from the tools illustrated.

The individual tools shown were: hub remover; inner locking ring remover; lower suspension ball pin extractor; and upper suspension ball pin extractor (the latter is not illustrated, but consists of a shallow threaded body which carries a threaded extractor bolt and which screws into the ball-joint eye in the upper suspension arm). An adaptor is being developed for the hub remover so that it can function as an outer bearing remover as well. This full kit of tools is available from CCOCA Spare Parts for an all-up price of \$250 approx., but individual tools can be ordered separately.

Also displayed for examination during the evening was an example of the "modernised" version of the Traction driveshaft (Outer) assembly (item 19

in the illustration), manufactured as a new item by Peacock Engineering in the UK. This particular shaft is one of a pair brought in by Graham Barton, by the simple expedient of phoning John Gillard at "The Arches" in London and quoting his credit card number. Delivery by air was completed in a fortnight from ordering at an all-up price of about \$A 1050 for the pair.

Gerry Propsting notes that standard CV crosses at \$250 each, and hence it is really more economic to replace with the modern shafts

The Peacock shafts are of all-new materials and incorporate the rubber-boot sealed Rzeppa (6 ball) constant velocity joint from the front axle of the Range Rover, and are a direct bolt-up replacement for the Traction outer driveshaft assembly (item 19 in the illustration). It was commented that wear in the cardan sliding splines may largely occur in the outer (male or shaft) section, since replacing the shaft

section (eg. with Peacock outer shaft) seems to remove any play.

For people with concerns about the state of the cardan joint assembly (item 21 in the illustration), it should be noted that an alternative complete shaft replacement is available in the UK (ie. equivalent to items 19 and 21 together). This also incorporates the Range Rover joint (very long life), but its modern cardan joint is not interchangeable with the original Traction item. I think these complete shafts are being produced by Roger Williams.

Gerald Propsting notes that standard CV crosses (as at 20 in illustration) are now selling at \$A 250 each (four per pair of shafts), and hence it is really more economic to replace with the modern shafts when they can be landed here for just over \$1000 per pair.

Overall, a very successful technical evening.

Bill Graham.

Technical Notes..and so on

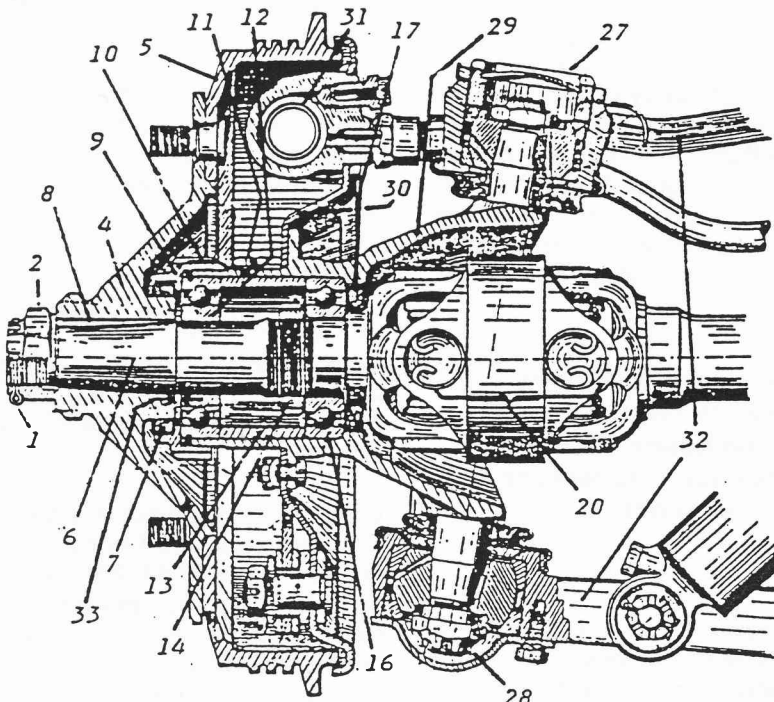
Elsewhere we have observed on the positive clamouring from members of CCOCA for more technical info in the pages of FRONT DRIVE. Custodian of archival material (and now President), Leigh Miles, reports that one of the most frequently requested reprints is of the Austin 1800 driveshaft conversion for Tractions, published some years back as a contribution from Warren Seidel.

While by no means wanting to deter the contribution and publishing of completely new material, we recognise that members may have variously failed to retain previously published notes which they now want, or may be so "new to the game" that they have not seen some of the valuable tech info residing in back issues of Front Drive. In response to reader needs and requests, we have therefore decided to publish from time to time, a selection of technical notes from earlier Front Drives.

To kick off this project, we will be approaching Warren to give us his comments on how the conversion has performed over the several years of day-to-day use that it has had, and we will incorporate these comments and republish the 1800 driveshaft article, hopefully in the next issue of FRONT DRIVE. However, people contemplating such a conversion should note the availability of completely new "bolt-on" Traction shafts, using the Range Rover constant velocity joint as described elsewhere in this issue.

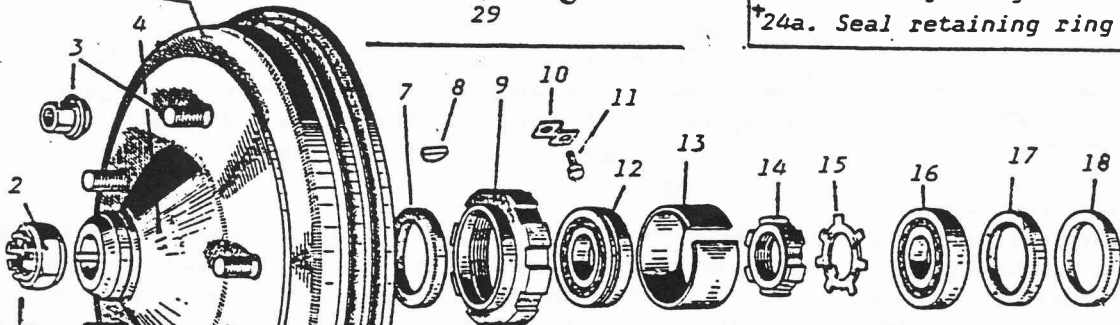
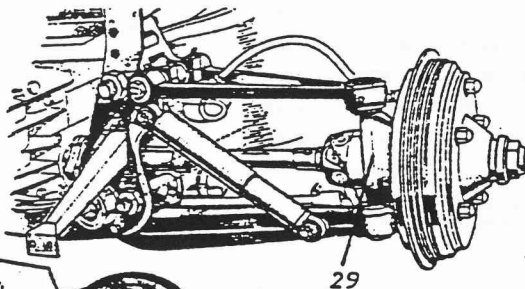
Ed.

Traction Front Suspension Tools

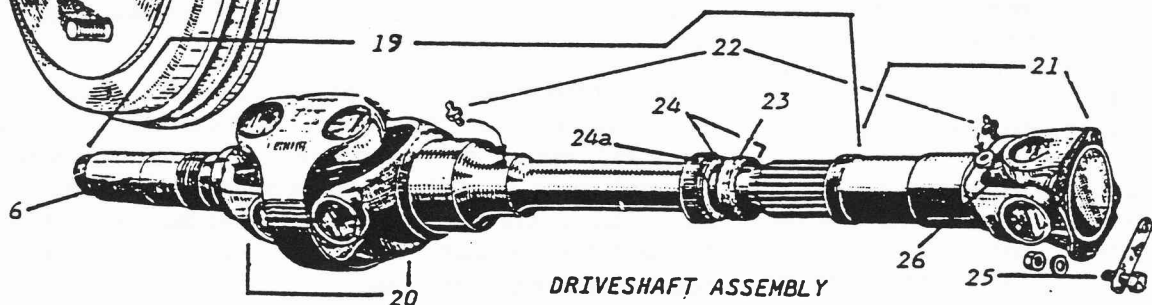


VERTICAL SECTION THROUGH R.H. FRONT HUB

LEFT-HAND FRONT SUSPENSION AND DRIVE



HUB AND BEARING COMPONENTS



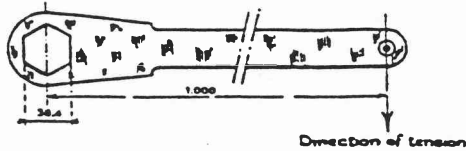
DRIVESHAFT ASSEMBLY

1. Split pin
2. Hub nut 25 mm
(38 mm across flats)
3. Wheel nut and stud
4. Hub {assembly
5. Brake drum)
6. Stub axle (L&R)
7. Outer oil seal
8. Woodruff key
9. Outer locking ring
10. Locking tab
11. Locking screw
12. Outer bearing 32x72x17/19
13. Spacer to suit (36 or 34)
14. Inner locking ring
15. Locking tab washer
16. Inner bearing 35x72x17
17. Inner oil seal
18. Seal adapter-ring (pre-1938)
19. Driveshaft (outer) assembly
20. Outer (constant velocity) joint
21. Inner (cardan) joint
22. Grease nipples
23. Felt seal
24. Split seal retaining ring
† (fit both sides of felt)
25. Drive flange bolt
26. Grease retaining welsh plug
27. Upper suspension ball joint
28. Lower suspension ball joint
29. Swivel housing/hub carrier
30. Brake backing plate
31. Brake wheel cylinder
32. Suspension arms
33. Essential clearance to avoid bearing damage
- †24a. Seal retaining ring

Traction Front Suspension Tools

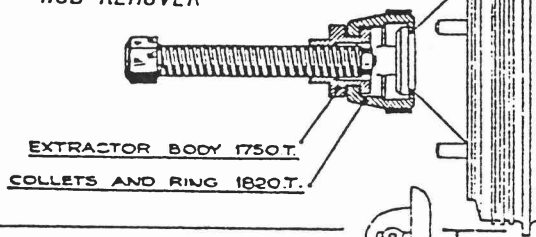
SPANNER
(1810.T)

THIS SPANNER IS USED WITH
TORSION WRENCH 2472.T.



HUB NUT SPANNER

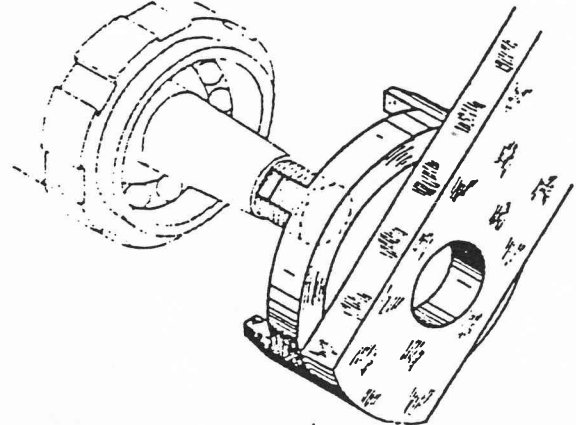
HUB REMOVER



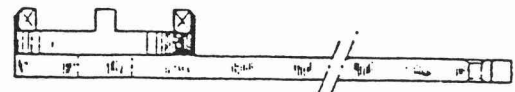
EXTRACTOR BODY 1750.T.

COLLETS AND RING 1820.T.

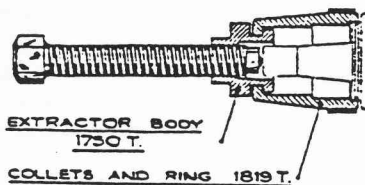
OUTER LOCKING RING REMOVER



SPANNER 1825.T.



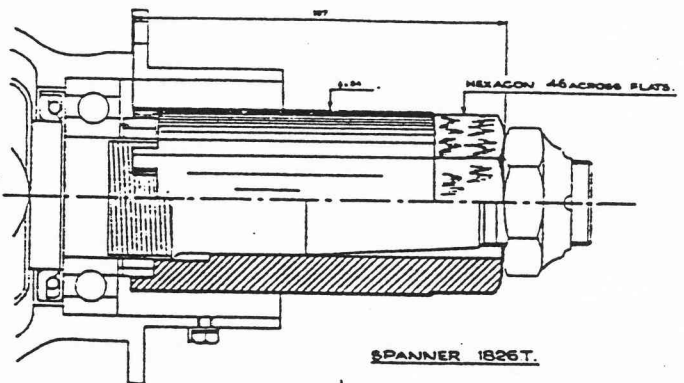
OUTER BEARING REMOVER



EXTRACTOR BODY
1750.T.

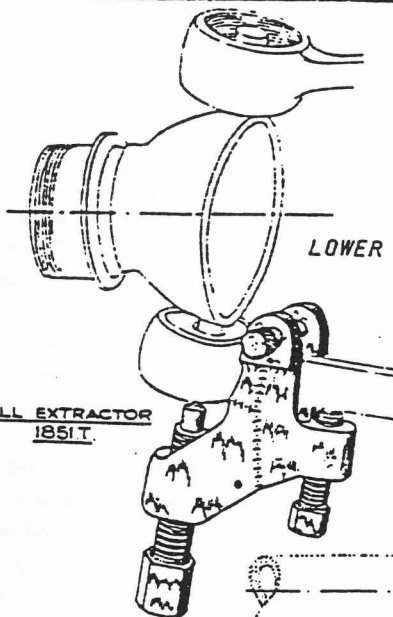
COLLETS AND RING 1819.T.

INNER LOCKING RING REMOVER



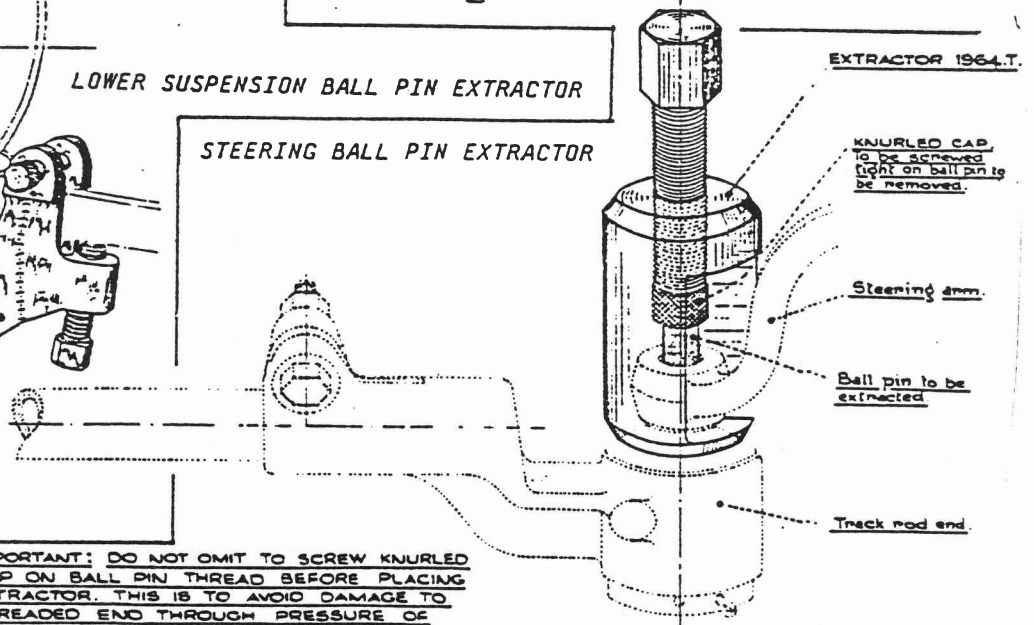
SPANNER 1826.T.

LOWER SUSPENSION BALL PIN EXTRACTOR



BALL EXTRACTOR
1851.T.

STEERING BALL PIN EXTRACTOR



EXTRACTOR 1964.T.

IMPORTANT: DO NOT OMIT TO SCREW KNURLED
CAP ON BALL PIN THREAD BEFORE PLACING
EXTRACTOR. THIS IS TO AVOID DAMAGE TO
THREADED END THROUGH PRESSURE OF
EXTRACTOR STUD.

Magazine Themes & Deadlines

As mentioned in the editorial, issues of Front Drive will continue to follow "themes" for each issue, as much as anything to ensure that each group of Citroen models of interest to CCOCA members gets a fair share of attention.

"El Prez" Leigh and I have worked out the following broad schema of themes for forthcoming issues so that we and you know where we are going, and as a guide to members (and that should be everyone!) gathering and contributing material for publication:

Jun/Jul: Traction arriere (Rosalie?)
 Dead line for copy June 18
 Aug/Sep: 60th Anniversary of Traction
 Dead line for copy August 1
 Oct/Nov: Technical (Traction brakes)
 Dead line for copy October 1
 Dec/Jan: Half-tracks (Black Crossing)
 Dead line for copy December 1
 Feb/Mar: 2CV conversions
 Deadline for copy February 1

With increasing access to advanced technologies (as the technocrats might put it) through various CCOCA members, we can accept contributions for Front Drive in more modern forms which could make life easier for you and easier for us. For example, if you

have access to a computer with word-processing package, why not send your contribution (note, article, letter etc) in on a floppy disc. Irrespective of the package you use (Word Perfect, MS Word etc etc) or the kind of hardware (Macintosh, IBM PC or a clone), we think we can transcribe it into a form which will be can be read into the computer which we will use for text manipulation and page layout. Obviously, we will still accept hand-written material, but clearly the "techno-track" above will save us a lot of work keying text into the machine at

Whatever your contribution and whatever form it is in, we want it and can accept it

this end.

Not to be overlooked also is our access to OCR (optical character recognition) equipment which enables us to "scan in" text into our computer system from a previously printed or typed article. This enables us to achieve a "uniform look" to type produced in various parts of the magazine, irrespective of its original source, and again, should save work at this end.

DTP (desk top publishing) techniques, whereby text (and photos) can be ordered, manipulated and laid out on the computer screen before going onto pages of "print-ready copy" from which printing or photocopying takes place to produce the final magazine pages, has been used to varying degrees in Front Drive for quite a few years. The magazines produced by Peter Fitzgerald over the last couple of years clearly show the professional uniform appearance that can be obtained in this way. We hope to continue this approach, hopefully refining it further so that "scanned" photos can also be manipulated and placed on-screen rather than being stuck down onto the pages later. However, it may take us a bit of time to adapt as we involve other people and as we switch onto IBM-type rather than Peter's Macintosh equipment.

So the message is; "whatever your contribution, and whatever form it is in, we want it and can accept it". And of course, any original material, photos etc that you send in will be returned to you _ after we've had our wicked (electronic) way with them!

Editor.

Dorothy Fixx Makes a Welcome Return!

Front Drive, in a scoop negotiation with a very experienced motoring authority and writer, has again arranged for CCOCA members to obtain top-quality technical advice to help them understand and rectify the

problems which plague them and prevent them from driving off into a golden sunset of pure motoring pleasure.

Yes, it's true! In an exclusive liaison with Front Drive, Miss Dorothy Fixx from the small Victorian Mallee town of Nogoia (not far from the relative roaring metropolis of Culgoa) will bring her many years of repairing farmers' tractors and weathering mouse plagues and dust storms to focus on our readers' mechanical concerns (or possibly any other concerns for that

matter). Through this arrangement, her written advice about readers' problems will appear in our pages on a regular basis.

Readers with longer than average memory spans (ie. longer than average for CCOCA members!) will remember that Miss Fixx ran a technical advice column in FRONT DRIVE some years ago, in which she produced lucid analyses and spiffing advice on the woes of such anonymous enquirers as "Bugged of Bendigo", "Desperate of Dalby", "Knackered of Nuriootpa" and "Catatonic of Katanning". It is assumed, though this has yet to be confirmed with Miss Fixx, that she will continue to write under her original byline of "Dear Dorothy Fixx" (sounds familiar?).

Retiring soul that she is, Miss Fixx (I think

that we and she will soon come to be comfortable calling her "Dorothy" or even "Dot") has asked that all readers' technical problems and enquiries be directed via the FRONT DRIVE Editor. She may agree to respond to other types of enquiries in a more discreet and personal manner.

CCOCA Committee is confident that members will see the advantages of having available a comprehensive technical advice column, and that they will simply flood this office with their concerns as to how to get the best out of their classic Citroens. Untroubled or more reticent members will no doubt also avidly peruse the column so that their efforts to keep themselves at the "cutting edge" of classic enjoyment will not be constrained by lack of technical knowledge.

Citro-Oz [OR WHAT WILL BE MY NEXT CITROEN & WHO WILL I BUT IT FROM?]

Whilst most of us will have heard some news of the latest changes for Citroen in Australia, Bill & Leigh have combined their inconsiderable knowledge to review the current situation and the prospects for the future.

As you probably know, the supply of new Citroens in Australia since 1985 has been handled by Franzcar Imports Pty Ltd, based in Sydney, and controlled by Mollers from New Zealand (and hence Franzcar = France + Australia + New Zealand).

Newspaper reports suggest that Citroen sales in Australia have been flagging badly, with only 57 cars sold last year and 11 sold so far this year. It seems likely that the Citroen franchise could have been withdrawn by the parent company. However, this has now been avoided, since the franchise has been bought from Mollers for an undisclosed sum, the sale to be effective from July 1.

The new franchisees will be Ateco Suzuki, the NSW Suzuki distributor managed by Mr. Neville Crighton, also, we understand, another Kiwi! It

is reported that more than \$5 million is being invested over the next three

For those a little confused about models, the following may help..

years to re-establish the Citroen marque in Australia. Heading this push will be the Xantia which competes in the upper medium luxury bracket against cars such as the Saab 900 and the BMW 318i. Front Drive readers will recall that the Xantia release in Europe in the middle of last year has been covered in some detail in a recent issue. Subsequently, the Xantia has grabbed segment leadership in the UK, and has won industry awards across the continent. An example of the Xantia is already in Sydney, and Australian reviewer, Jim Murcott who drove one in France last May says it is not difficult to see why it is capturing the pockets of Europe.

Murcott says: "It is a classy design with stylish lines, a high performance engine that delivers power instantly and smoothly and an interior that is attractive".

It is proposed that the dealer network will be revised, but there will be no disadvantage to existing dealers.

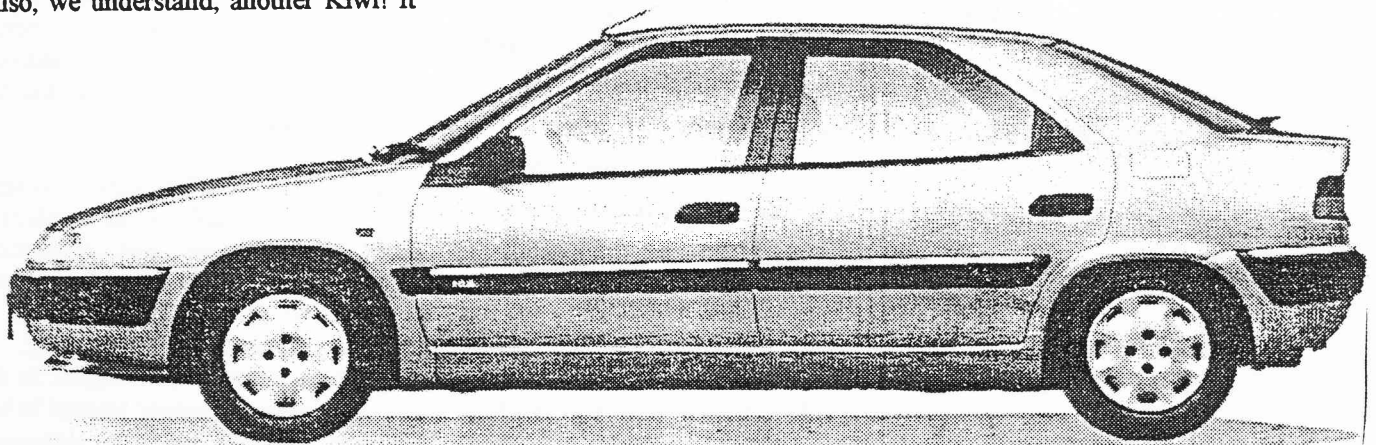
For those a little confused about models and where they stand, the following comments may help.

The BX was released in France in 1982 and in due course it replaced the GS series. The ZX was released in the early '90s, and being of similar size to the GSA, it in effect became a second replacement for it.

The current situation is that the BX sedan (actually a hatch) has been replaced by the Xantia hatch, with the BX estate continuing for the time being. However a Xantia hatch has also been released and will presumably replace the BX hatch later.

Other models familiar and of interest to Aussies are the AX and XM. The small AX is about due for replacement or else a major facelift — give the economic conditions, more likely the latter. The luxurious XM with (in Australia) full kit including V6 motor, is also due for a facelift. This is likely to occur in early 1995.

Bill Graham/Leigh Miles.



Unleaded Petrol SOME INFORMATION FOR CITROENISTS

There has been a good deal of publicity recently regarding both the desirability of, and the possibility for, pre-1986 cars to run on unleaded petrol. However when you look at the lists, carefully prepared by the bureaucrats in Canberra, you would be forgiven for believing that Citroen is a figment of our imagination. The marque simply never appears. In the interests of Citroenists, one of the last things undertaken by Franzcar [see our separate article] was to make available a listing of vehicles that can, and cannot, be run on unleaded fuel.

Unleaded petrol must not be used in following cars:-

2CV4	2CV6
DYANE 4	DYANE 6
LNA	AMI 6
AMI 8	AMI SUPER
GS	GSA
DS	ID
SM	

VISA - except GTi 180A engine December 1984 to June 1986

BX & CX - all models, except those listed below

Models listed below can use unleaded, 97 octane petrol [premium unleaded], without any modification:-

BX 14	Saloon & Estate
BX 16	Saloon & Estate
BX 16 TRISaloon	& Estate
VISA	652cc

Engines listed below can use unleaded, 97 octane petrol [premium unleaded] provided that "pinking" does not occur. If "pinking" does occur, revert to super leaded petrol.

You would be forgiven for thinking that Citroen was a figment of our imagination

CX 22 TRS Saloon 1 9 8 5 onwards

CX 25 Pallas, GTZ, RI Saloon, Prestige, TRI Estate, RI Familiare

July 1983, onwards

CX 25 GTi Turboto June 1986

CX 25 GTi Turbo 2, CX 25 Prestige Turbo 2 June 1986, on

Engines listed below can use unleaded, 97 octane petrol [premium unleaded]. If "pinking" occurs, retard the ignition by 20. If "pinking" continues, revert to standard ignition and the use of super leaded petrol.

VISA GTi to June 1986

BX 16 RS Saloon & Estate, BX 16 TRS Saloon & Estate September 1982, onwards

CX Reflex & Athena, CX 20, CX Pallas, CX 20 Pallas, CX 20 RE Saloon & Estate June 1986, onwards

CX Reflex, CX 20, CX 20 RE Estate to June 1986

CX 2400 Super Saloon & Estate, CX 2400 Pallas

Saloon, CX 2400 Prestige Saloon July 1976 to July 1980
CX Reflex 2.4 Estate, CX 2400 Estate July 1980 to July 1983

This information is printed by CCOCA in the interests of members, but CCOCA cannot accept any liability for damage that may result from the acceptance of this information.

Front Drive Index

A valuable feature of Front Drive is the index of contents that has been published on a more or less annual basis and which enables members to easily track down previously published articles that they want to refresh their memories on.

This FRONT DRIVE feature has fallen a bit behind and we have called on CCOCA member and professional librarian, Peter Simmenauer, to bring our index up to date again, as he has done regularly in the past, for publication in the near future. In fact, and in view of readers' interest in back issue material, we may arrange to publish a full index, volume by volume, of all material published since Front Drive commenced.

Ed.

Cit-In '94 - One Man's View

Despite some unfortunate happenings, this participant in Cit In '94 appears to have enjoyed himself. For those who missed the event, here is your chance to catch-up on most of the events of the weekend

To any devoted Citroenist the highlight of the combined Club year must be the Annual National Rally, held each year over the Easter break. So it was with a good deal of enthusiasm that I approached the arrival of Easter '94 and Cit-In at Mudjee, hosted by the Citroen Car Club of New South Wales. Not only is Cit-In an important event of the Calendar it is the biggest selling event for CCOCASHOP. So prior to the event I was in search of goods to sell. I had also promised myself that the Visa GTi would make the running for the weekend.

Now some of you may be aware of the dreadful story of the clutch for the GTi, others have the chance to be bored witless by the tale now. When Iain and I bought the GTi in 1991 it was in need of a clutch. I contacted my UK parts supplier - Graveley Motors - and a clutch was duly despatched by seamail. Despatched yes, delivered no. It turned out that the British Post Office lost track of the parcel whilst it was changing planes in Bombay. What, you may ask was a parcel sent by seamail doing changing planes? Anyway, the British Post Office paid for a replacement clutch and another was sent by seamail. This also failed to arrive! With desperation setting in and Cit-In around the corner I asked Graveley to send a third clutch by airmail. I know you will not be surprised when I tell you that despite sweating on this clutch arriving....it did not. So, on the weekend prior to Easter Mel Carey spent time on the phone in pursuit of a clutch for a Visa GTi.

That should not have been difficult, as the clutch is the same as a BX 16. Don't you believe it. On a Saturday morning there was not a clutch to be found! Mel followed up the following week and thanks to Alain Newton at AN Auto Imports, a clutch was discovered, and it did not cost the "Kings Ransom" others had quoted. Actually, Mel and Colleen were not in Melbourne just to chase a clutch for me. The main reason for the trip was to fit a cruise control to the Visa GTi. Well, that and to have a good time in Melbourne. [Dinner was a great event!]. The unit, ex-K Mart was fitted with some difficulty. [As an aside I can only endorse the unit, which at \$140, on special, is working very well.]

The new clutch was fitted, much to my relief. And that ended months of painful driving as the clutch had become unbearably heavy to use in the time since purchase.

Cit-In also offered the chance to air the SNAC Awards again. I am sure most of

CCCNSW Committee specifically requested SNAC Awards be part of the weekend

you will have experienced the Awards given by the *Societie Nationale d'Australie pour le Citroen* at various events over the years - either as recipient or merely relieved on-looker. I was pleased to receive a phone call from a member of the CCCNSW Committee specifically requesting that the SNAC Awards be part of the weekend. So, with the chance to hold centre stage, I was set for a "top weekend".

Being slow to register, I had not been able to make it into the "preferred" locations, but as it turned out there were quite a few of us booked into the Mudjee Motor Inn. Robbie Stockfeld, Graeme Bradshaw and Jacquie Couche, Mel and Colleen Carey and James Henwood, Wendy Neil and John, Wendy, Oliver and Murray Paas and Stuart Pekin. Other CCOCA members present for the weekend were John and Lois Smart - it was great to catch-up with you - Bev and Chris Bennet with "Hugo", Andrew Beglehole, Bert Houtepen, Mike Neil and Steve Wedell

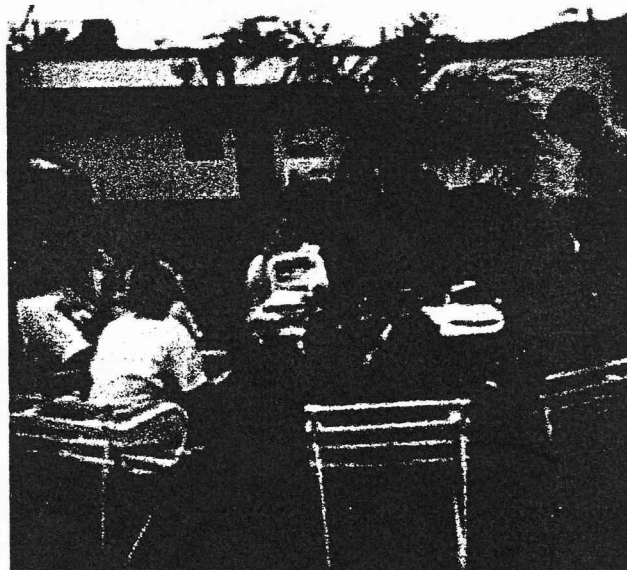
Stuart flew in from Perth a day or so before it was time to head north. I had arranged to take Thursday off from work and so Stuart and I headed north on Wednesday evening. An uneventful trip to Junee, where we stayed overnight. Both of us enjoyed driving the GTi - both the new clutch and the cruise control contributing to making the journey very relaxed.

Thursday morning we were up and away

quite early, passing through some wonderful country. We rolled into Mudjee early afternoon. After settling into the Motel we toddled into town in search of important things - liquor, champagne flutes and nibbles to accompany pre-dinner drinks. Rather to our surprise Mel, Colleen and James rolled in late in the afternoon. They had had a long trip with the Big 6 on the trailer behind the Ford F100. Twelve hours from Bairnsdale to Mudjee, via Canberra and they were in town in plenty of time for dinner. The five of us had a great evening and retired with high hopes of Friday - the first day of the Rally.

The day dawned bright and cheerful. With no particular requirement to be at the "Country Comfort" for registration until early afternoon, we pottered around. Most events for the weekend centred on the "Country Comfort" on the outskirts of udjee. Just as we were about to leave the motel, friends of mine from Sydney - Clare & Ross - rolled in. After a chat with them to confirm arrangements for visiting the wineries in the area on Saturday with Nick, who was also arriving from Sydney it was off to register and open CCOCASHOP.

Half way through setting up, I realised I had left some of CCOCASHOP at the

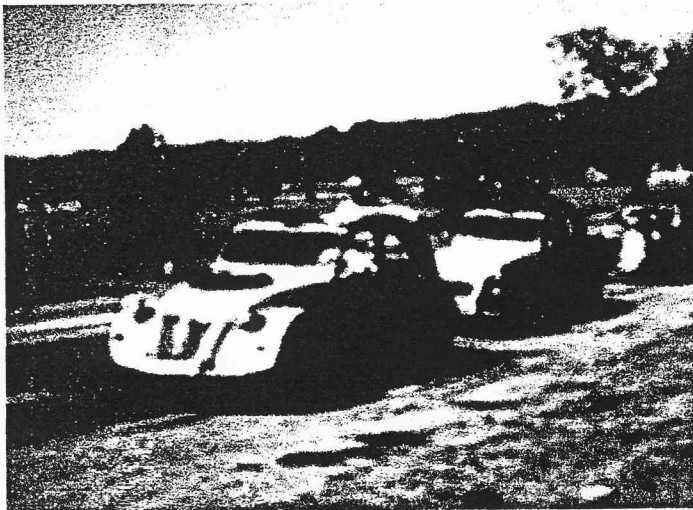


motel. I left Mel, Colleen and Stuart to finish displaying the stock and headed back across town. I did not get far. Taking off from an intersection the car decided to stop running. There was nothing to do but coast to the side of the road, lift the bonnet and flag down the first passing Citroen. Who should that be but Wendy Paas with Oliver and Murray. Wendy, in her usual vague way thought I was simply standing

Cit-In '94

on the side of the road, leaning against the car for the good of my health. She had totally failed to notice the bonnet up. I finally persuaded her to head back to the "Country Comfort" and tell Mel of my troubles. Mel, Colleen and Co turned up and after a quick diagnosis confirmed that the timing belt had decided to break and I was going no-where! The GTi was placed on the trailer that had lately carried the Big 6 and it was back to the Motel. There was no more to be done and so I opened CCOCASHOP and experienced good sales for the afternoon. At the same time we were trying to locate a timing belt for the car.

Bruce Elsegood came to rescue. "At home in Sydney", he told us, "there are two BX 16 motors, doing nothing". It is a long story as to how he came by these, but



suffice to say that the offer of a belt was accepted. A friend of Bruce's would remove the belt and bring it to Lithgow on Saturday afternoon. There was considerable discussion as to whether even with a new belt the engine would turn. Bruce said "Yes, it's a free running motor." Others prophesied doom and gloom with, I must say, a certain degree of delight.

Friday evening was organised as a "soup and bread roll" affair. We gave that the miss and dined at the Motel. Friday evening was the grand opening of the restaurant and despite a few hiccups and some slower than might have been desirable service, we had a good night - outstaying all others.

The problem with the GTi meant that there was no way I was going to be able to join my friends on the winery run I had planned for Saturday. I played passenger with

Wendy Paas over to the "Country Comfort" to participate in the convoy of cars that was organised to start the day. The convoy was well organised, with police and members of the SES controlling the traffic to ensure all the Citroens stayed close together. The line-up of cars gave everybody another opportunity to have a chat with fellow members. A choice of day trips was offered by CCCNSW but my Sydney visitors headed off to the wineries with Stuart Pekin in tow having arranged to meet Robbie and Graeme for lunch and to team up with Wendy Neil and John later, as well.

As Bruce by this time had still heard nothing confirming the arrival of the belt from Sydney, Mel and I headed to the Repco shop in the hope of finding something that could be used on the car. Despite a good deal of searching through the catalogue, nothing was found that was the correct length. There was nothing to do but sit and wait for the message from Sydney. Needless to say it was with a good deal of relief that the message arrived and Mel & I were off to the other side of Lithgow in the F100. It is over an hour each way, Mudgee to Lithgow, and we arrived at the agreed meeting point just 10 minutes before the delivery. With both belt and a BX Haines manual in hand it was back to Mudgee. Mel was clearly keen to get back - I think the call of the home-brew must have reached his ears

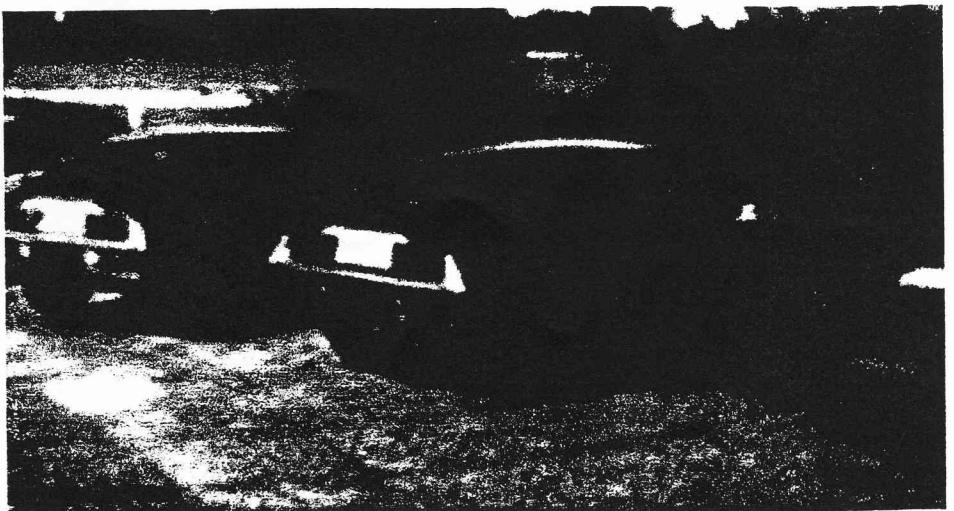
- and we sped along the rather bumpy road. This gave Mel an opportunity to show that the suspension in an F100 is no match for that of a Citroen, unless you like the idea

An F100 is no match for a Citroen, unless you like the idea of taking corners bouncing sideways

of taking corners in a bouncing manner, whilst going sideways!

Mel decided not to attack the car until early on Sunday morning, so we all settled in for an early pre-dinner drink and nibbles. Robbie and Graeme said they have failed to rendezvous with Clare and Co, but other than that the day appeared to have been a success. Well, until Clare arrived with the news that they had lost Stuart in Gulgong - some 15km away. Naturally they were in rather a fluster about this. Those of us who know Stuart realise this is a not unusual event and felt totally relaxed about the matter. Indeed, Stuart returned with Wendy and John and he was none the worse for the experience.

Saturday evening was a BBQ dinner at the "Country Comfort", and a fine meal it was. Unfortunately the evening came in quite chilly and so we were forced inside. There was a video playing which among other things showed a recent event hosted by the New Zealand Citroen Club. Little did we know that we should have been taking a good deal of notice of the video as it would have provided hints for us all to help our way through Sunday's Motorkhana Novelty Event. However, foolish us, we ignored the pictures and went back to the Motel for what was supposed to be an early evening.



Cit-In '94

Up early on Sunday morning to "help" Mel with the fitting of the new belt. I put help into inverted commas; those of you know of my mechanical ability will understand why. It would be more honest to suggest that my role in this early morning mechanical expedition was to keep Mel supplied with coffee. I was not the only person up and about. Stuart, and later Bruce, was there to provide such assistance as was required.

T Having started at 7am, the decision the engine was not idling on all four cylinders was made by about 9am. Interestingly, whilst it was idling on three cylinders once the revs rose above 1,500, or so, all four were working. The general view was that no extra harm could come from driving the car - so I was able to compete in Motorkhana. I was keen to compete, although in the final analysis I did not score particularly good figures for my runs. Never the less I certainly enjoyed the day. James Henwood helped me out by undertaking a spot of navigation, to ensure I went the right way at least most of the time. James was in high demand - acting as navigator for a number of drivers, including Wendy Paas. His task with Wendy was not just navigation - he had to keep reminding her to take the handbrake off before trying to head around the course.

he CCOCA team for the Novelty event was Robbie Stockfeld, Mel Carey, Wendy Paas and myself using the GTi and Wendy's GS. I must hang my head and advise that not only did we not win this event, I think we came in last! Of course, given that the stop watch being used by the time keeper for our team did not actually work, you cannot be too certain of that.

Once again we retired to the Motel for pre-dinner drinks and a chat. Sunday evening was glad rag time for the presentation of awards for the weekend. CCOCA won nothing! Well nothing except our being confirmed as the hosts for the 1995 Easter Event. The conservative element of CCCNSW won the day - SNAC was, as in 1988, banned from taking the stand. I was pleased that this year the SNAC Awards were not replaced something even less desirable.

Monday morning saw us all at the "Country Comfort" for breakfast. Some members of the group were looking a little the worse for wear, but I won't mention names. Wendy. CCOCASHOP was again set-up for a profitable trading period and

then it was pack-up time. Stuart and I had decided to take the long way home, via Bairnsdale. We stayed the night at Nimmitabel and arrived at the Carey's about 11am on Tuesday morning. Mel and Stuart discussed Big 6s with a high degree of enthusiasm and then it was back to Melbourne.

I should like to thank CCCNSW for hosting what was a very well organised event in a most beautiful part of the State. I look forward to welcoming members of Citroen Car Clubs from around the country to Bairnsdale when CCOCA hosts Cit-In 95, commemorating 40 years of the DS.

Leigh Miles

Proposed Constitutional Amendment

At the 1994 Annual General Meeting of CCOCA held in March two proposed amendments to the Club's constitution were tabled by John Couche.

In the interest of giving all members a chance to vote about the proposed amendments it was decided to detail the proposals in Front Drive and to vote on any amendments at the Austraction '94 Rally in June.

THIS IS IMPORTANT TO THE CLUB AND THE WAY IT FUNCTIONS - PLEASE GIVE THE MATTER YOUR CONSIDERATION.

Proposal one:-

"That a new position be created on the committee of the Citroen Classic Owners Club of Australia, being that of a Committee Member."

The duties of the newly created position will be those that are required to be undertaken from time to time to assist the remainder of the committee. The primary task of the incumbent will be to undertake the planning and organisation of the Club's major events; ie. the annual Austraction rally and the 1995 National Rally of Citroen Clubs, which is to be run by CCOCA.

The creation of the new position will allow the Activities Officer to concentrate fully on the regular club events such as general meetings and social/technical events.

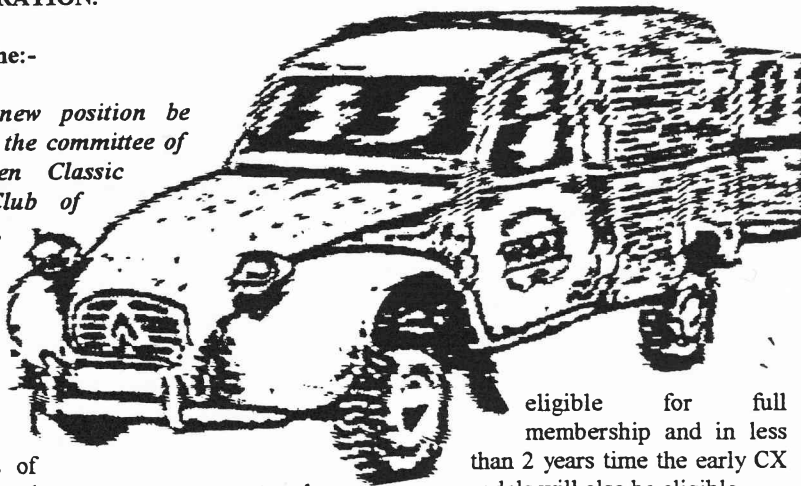
Proposal two:-

"It is proposed to amend the definition of

the term "classic" in the constitution from the present "any Citroen that is 25 years old, or older, and any special interest Citroen."

The new definition will be:- "Any Citroen built prior to 31st December, 1957 and any Citroen that was not commercially sold in Australia through authorised Citroen dealers."

The new definition will include all rear drive Citroens, Traction, 2 cylinder cars, SMs, Visas etc. Not included in the new definition will be D series, GS, CX, BX, AX, XM etc. Under the present definition all D series cars except the last year are



eligible for full membership and in less than 2 years time the early CX models will also be eligible.

The proposal has been tabled to clarify the main aim of CCOCA and that is the preservation of CLASSIC Citroens.

All other Citroens will, of course, still be eligible for associate membership of CCOCA. The only difference between full and associate membership being access to spare parts. CCOCA does not supply parts for the commercially imported cars.

Please give the above proposals your serious consideration and vote for your choice (to retain the status quo or to amend the constitution) at Austraction in June or contact the President if you won't be at the rally.

John Couche.

CCOCA Awards

As you would be aware CCOCA makes several awards to its members each year for various reasons.

To enable the alleviation of any confusion that has arisen in the past regarding the criteria used in deciding the recipient of the awards, the following is a listing of the criteria to be used for future awards.

PRESIDENT'S AWARD

This award is given at the discretion of the President for any reason that he/she sees fit - no more than one award shall be given in any year.

There are no other set criteria.

The President's Award is usually given to someone who has made a significant contribution to CCOCA but has not been recognised by any other award.

AWARD OF MERIT

This award is given following discussion by all members of the CCOCA committee.

It is presented to a member of CCOCA, or to any other person, or organisation, the committee considers has made a significant contribution to CCOCA.

No more than two Awards of Merit may be awarded in any given year.

The Award of Merit may be given to a country member, for example, who has had considerable input into the

The bias has been incorporated to give a member who lives in Queensland a chance of winning an Award

organisation of a local event in the area they live.

CLUB PERSON OF THE YEAR

This award is given using the total of a points scoring system.

The following point scoring system has been devised for CCOCA Club Person of the Year. As can be seen the points are biased towards members who live in areas other than the Melbourne Metropolitan Area. This bias has been incorporated to give a member who lives in, for example, Queensland, a chance of winning the Award. By attending the annual Austraction Rally, one General Meeting and one Sunday activity, in a Citroen, in a year, a Queensland member would collect 27 points. To exceed this score, a Melbourne based member would need to attend, for example, six Monthly Meetings, three Sunday Events and Austraction, all in a Citroen.

The points scores are allocated from

the entry of signatures in the club's attendance book which is present at all official functions. It is the members' responsibility to ensure that their names have been included on the attendance list.

The attendance book will not be present at events such as the Bendigo Swap Meeting and the Picnic at Hanging Rock which, although listed in Front Drive for Red Plate Scheme members' use, are not official CCOCA events.

CONCOURS D'ELEGANCE CLASS AWARDS

The following class awards will be made annually at the Concours d'Elegance held by CCOCA. Other Class Awards may be given at the discretion of the organisers of a joint CCOCA/CCCV Concours d'Elegance.

OUTRIGHT WINNER

Awarded to the CCOCA member whose Citroen, regardless of type, accumulates the greatest number of points in the judging.

BEST VINTAGE

warded to the owner of the Vintage Citroen that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the Outright Winner Award.

MONTHLY MEETING			SUNDAY EVENT			AUSTRACTION RALLY		
	With Citroen	Without Citroen		With Citroen	Without Citroen		With Citroen	Without Citroen
"03" Area Code	2	1	"03" Area Code	3	2	"03" Area Code	8	6
Victoria, non "03"	4	2	Victoria, non "03"	6	4	Victoria, non "03"	8	6
Rest of Australia	6	3	Rest of Australia	6	6	Rest of Australia	12	10

CCOCA Awards

BEST TRACTION

Awarded to the owner of the Traction that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the Outright Winner Award.

BEST 2 CYLINDER CAR

Awarded to the owner of the 2 cylinder Citroen that accumulates the greatest number of points in the judging. If this car is owned by a CCOCA Member they may also win the Outright Winner Award.

POPULAR VOTE

Awarded to the owner of the Citroen that accumulates the greatest number of votes following the counting of voting forms supplied to members present on the day of judging.

Votes may only be accepted from financial members of the Clubs participating in the event and their family members over 16 years of age.

ARTHUR CLARKE TROPHY

Awarded to the CCOCA member's car that has accumulated the greatest **INCREASE** in points since the last time that the same car was judged at a Concours d'Elegance event run by CCOCA.

The points accumulated in judging, must reflect an increase of at least 10% since the previous occasion [whenever that may have been] on which the car was judged.

As a minimum, CCOCA will retain Concours d'Elegance judging forms from one Concours

to the next. Should subsequent judging of a vehicle be extended beyond this time frame it is the responsibility of the CCOCA member to obtain a certified copy

The points accumulated must represent an increase of at least 10%

of the official judging sheet for their car, dated and signed by two CCOCA officials. This must be made available to the judges on the next occasion on which the car is presented for judging in this award. [For the purposes of this Award, a CCOCA Official is any Committee Member or person acting as a judge on the day of the Event.]

If no car entered for the Award



has shown an improvement of at least 10% since last judged, the award **will not** be presented.

GENERAL CONDITIONS OF JUDGING

Any vehicle can win more than one of the above mentioned Awards in any given year and can be awarded the prize in any category on multiple occasions.

A panel of judges will be appointed prior to, or on the day of the event by the CCOCA committee.

Each judge will be allocated a specific area to review on all cars - eg. engine bay, interior etc.

A consistent point score system, as specified by the Committee, shall be used in all subsequent years.

One extra point will be allocated to each entrant's score for each year of age of the car. ie. a 1951 Traction will automatically receive 20 points more than a 1971 2CV.

It is the responsibility of each CCOCA member to ensure that his car is clearly identified as being one to be judged.

Only those cars requested, as above, to be judged will be included in the scoring for all classes.

All cars entered in any of the judging classes must be registered - either on full registration, or under the Club Permit [Red Plate] scheme, with the exception of an entrant for the Arthur Clarke Trophy.

The committee most certainly believes that these guidelines will ensure that all members of CCOCA know exactly how the Awards given by the Club are decided.

Naturally, Front Drive would welcome any comments that any member may care to make on these Awards.

Ed

1970's vs 1090's

Last week when speaking, of motor cars in general, with a friend, the topic turned to the improvements that have been wrought in the motor car over the last twenty years. Being an Englishman he cited the example of British Leyland [as it once was] producing cars such as the Morris Marina, whilst today the Rover 400 Series is clearly a better vehicle. Whilst I suggested that this was a poor example - when has British Leyland ever been accused of being innovative? [Of course that is unfair as the innovations of the late 50's with the Mini must be kept in mind. Of course, the fact that the Mini/1100/1800 may be regarded as the last innovation from the British motoring industry should also be remembered.]

However, elsewhere the point has been made that cars have not improved as much as they should have over the last twenty years, or so. The industry has been stifled by corporate conservatism and a strong reliance on market research [which has produced cars that meet consumer expectations, but rarely set new expectations], the typical car of the 1990's is depressingly uninnovative.

Just as worrying, there is less real choice for the car buyer now than there was twenty years ago. Yes, the list of new cars in the back of Wheels magazine has become longer, but as car styling has homogenised the cars now look even more similar than they did in the 1970's and with shared body pressings the list of real choice is smaller than in 70's. Just as important, there is a sameness about the engineering layouts. Small cars, no matter whether built by Citroen, Toyota or Ford tend to have similar suspension types, similar engines, similar transmissions. Makers now seem unwilling to deviate from the mainstream morass, to innovate and break the shackles of convention.

If you compare the 'new' Citroen ZX with its counterpart of twenty years ago - the GS - the ZX is certainly a good vehicle. But is it a vehicle of which the motoring industry as a whole - not just the PSA group - should be proud? Is it a car which shows real progress over its predecessor? The way things are going we will never see the like of some of the cars of the 1970's.

Citroen GS X3 - v - Citroen ZX Reflex

The most comfortable small car in the world, people said. Others went further: the best small car of all [well, the GS or the Alfadud]. Certainly the Citroen GS in its early years was the most aerodynamic, the most technically advanced, the purest

in design and the most distinctive. But that was all a terribly long time ago. Now, after

When has British Leyland ever been accused of being innovative?

the interregnum of six years since the last of the GSA's, Citroen is back with the ZX, a new car to sit, in size and price, between the AX and BX, embodying what is, for the company, new thinking.

The ZX, in direct contrast to the GS, is calculatedly conventional. It's a rather dull looking five door hatch [with, some have suggested not a passing resemblance to the the Hyundai Excel] powered by a four cylinder transverse water cooled engine, its front wheels driven via an end-on gearbox, suspended on steel sprung MacPherson struts and its rear axle on trailing arms. Brakes are servo assisted, using discs and drums on the basic 1360cc Reflex model. So, what's new? Chiefly, a rear sub-frame mounted on bushes that deform in a shrewdly designed way during high sideways load, causing the rear wheels to turn slightly in the same direction as the front pair, to improve cornering stability. It's worth boasting about and it works, but it's not unique. Also some ZX models - but not this one - have a sliding and reclining rear seat - novel for a European car.

The GS has four door fastback [not there is a word from the 70's] body of remarkable aerodynamic efficiency and a longitudinally mounted air/oil cooled flat four ahead of the front wheels. Front suspension is by double wishbones, rear by trailing arms, with interconnected self-levelling hydropneumatic springing/damping units at each corner. The high pressure hydraulics also power the all disc brakes, inboard at the front. There are more surprises: the steering axis passes exactly through the tyres' contact patches so that the car continues in a straight line after a front tyre blow-out, there is a remarkable degree of anti-dive provided by the suspension geometry and the rear brakes are pressurised by the rear suspension fluid so that their action is proportional to the car's load.

The GS X3, reviewed here isn't quite like they were two decade ago. The GS first came with engines of 1,015cc and 1,220cc designed with an eye to French taxation rather than performance. They were astonishingly high revving, short legged

cars. This GS is the later X3 model, introduced in 1978 and not imported to Australia. The engine expanded to 1,299cc in an attempt to help the 65bhp engine's torque and economy. It's still short geared: 24.8kmph per 1,000rpm in top [4th] means a 5,500rpm freeway cruise is possible [illegal in Australia, but possible none the less], although deafening. But apart from the bigger engine, the revised rear lamps and the ghastly black, white and yellow seat trim, the X3 is as the GS was at the outset.

Start-up, and you know you are in something unconventional. It's not just the absence of a water temperature gauge that points to the cooling method: there being no sound-absorbing liquid jacket, this is one loud engine. But it's a nice sound, remarkably like a pair of 2CVs or, if you prefer, two-thirds of a Porsche 911. Horizontally opposed engines, all of them, have a lovely soft-edged sound that rises in pitch and volume higher up the rev range while avoiding any harshness. They sound as though they'll never break.

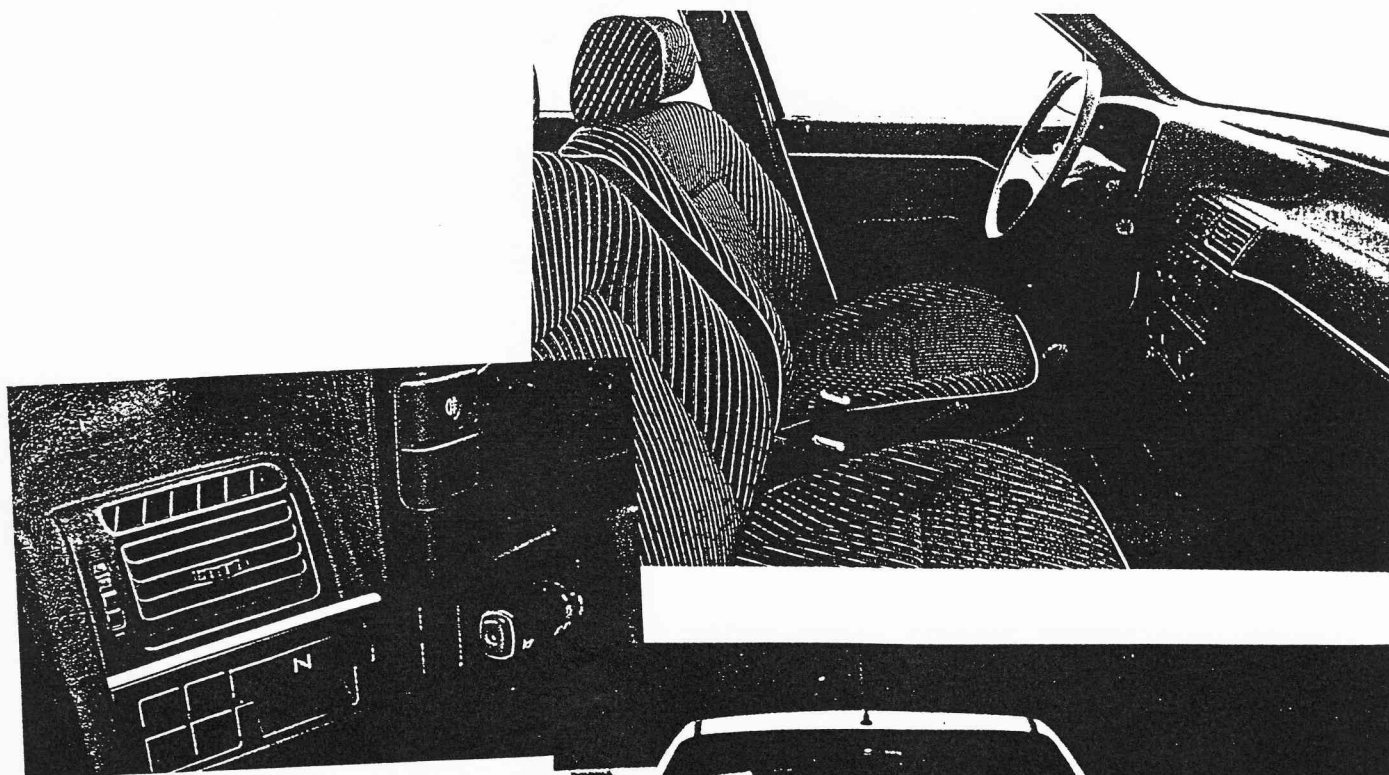
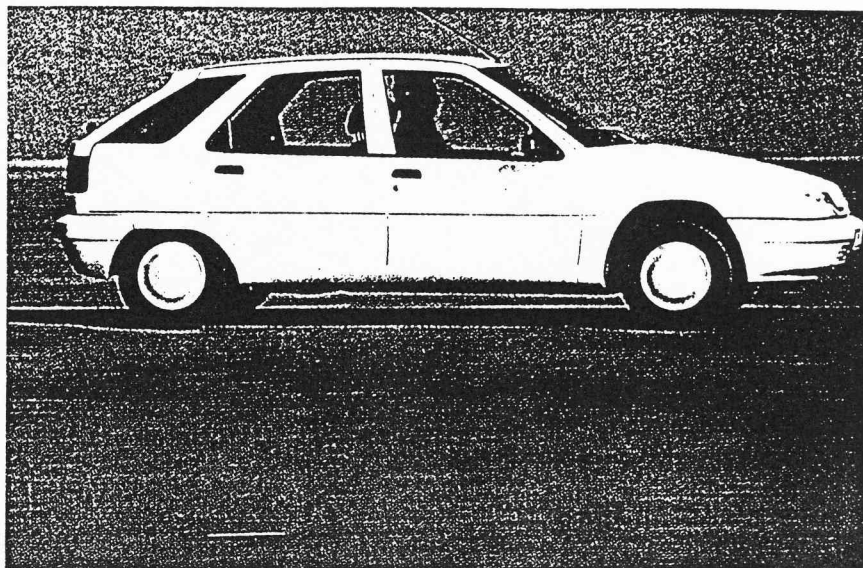
The ZX's engine, though a deal quieter in the middle ranges, isn't so nice to use - as it turns rough when you push it, so you adopt a different technique when trying to get along briskly, using higher gears [you've five from which to choose] and lower crank speeds. Performance of the two cars is very similar, the ZX's greater torque [85ft lb] against 72ft lb being offset by slightly longer gearing, while both cars weigh 19.5cwt.

Its uncouth engine apart, the ZX is clearly ahead of the class standard for refinement. It cleaves the air quietly even though its drag coefficient, at 0.32, certainly doesn't reflect two decades progress from the GS's 0.34. Tyre noise is very well suppressed. There's no steering kickback or transmission shunt and the gear shift has a light, clean-slicing action. It's an easy car to drive.

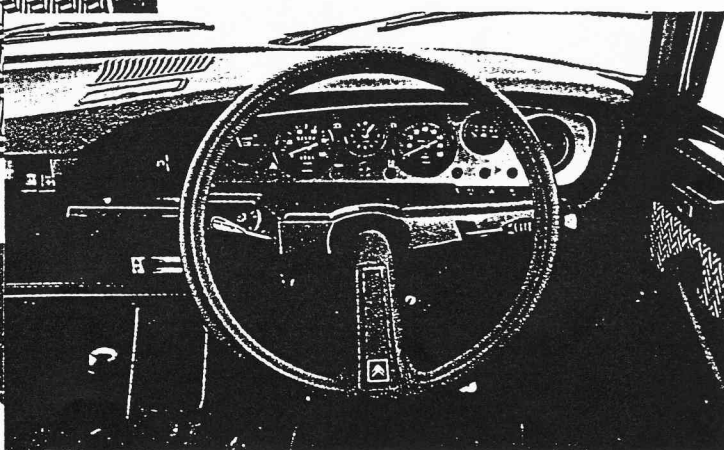
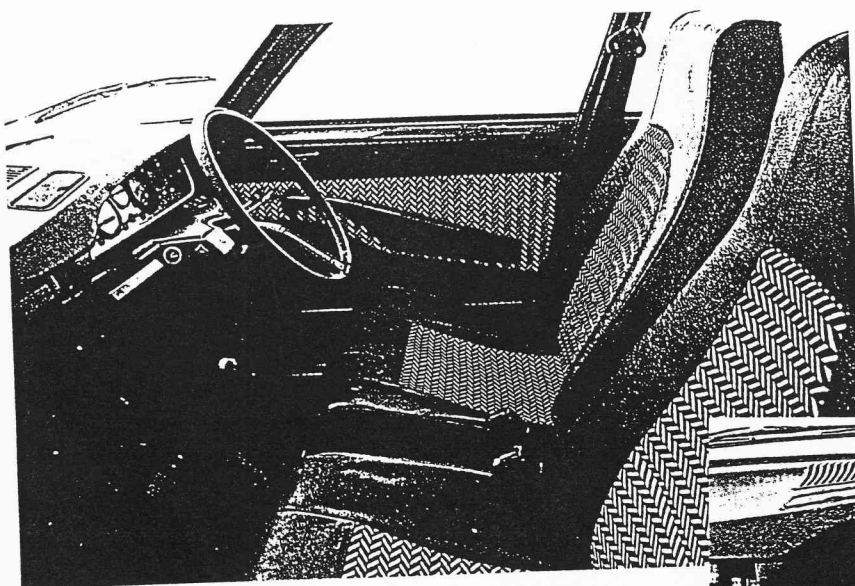
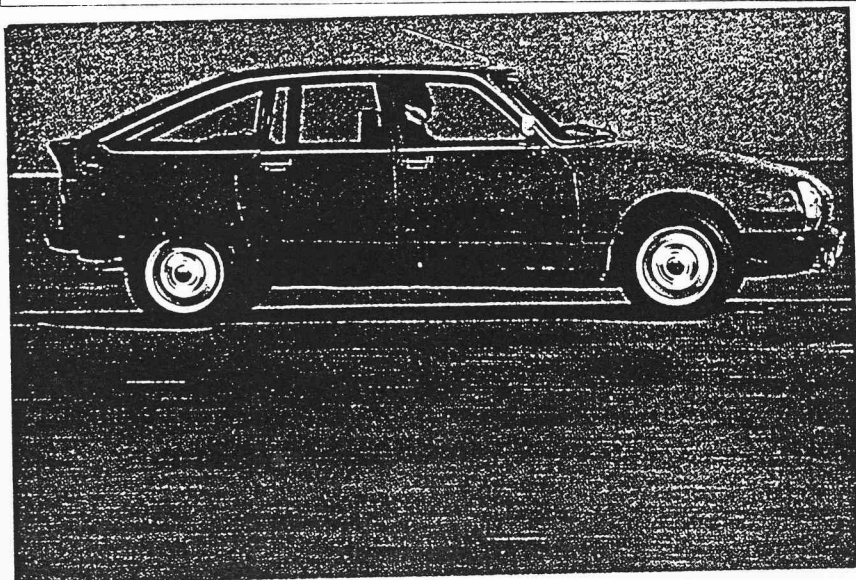
It's leagues ahead of the GS in refinement. The old car falls down badly here - by far its biggest drawback on the road. Beyond 110kph, the wind whips up a cyclone roar, accompanied by bad tyre noise and a shriek from the gears, yet still the engine's voice is strident enough to be heard above the cacophony. The gearchange is light and quick, but hasn't had the rough edges taken out of its action and there's enough backlash in the driveline to demand great circumspection from the driver, coming on and off the throttle.

Two decades have seen ergonomics move forward, of course. The GS dash is a right mess and badly made with it. But the car's

1970's vs 1090's



1970's vs 1090's



1970's vs 1090's

driving position is fine and slim pillars impart airiness and visibility. The ZX counters with easily found, illuminated switchgear and proper, modern heating and ventilation, where the GS has a weak-willed set-up directed by a scattered set of levers that sprout from roughly carved gashes in the frangible plastic fascia.

Citroen badly wants the ZX to appear well made and it does. Although the company's claim that it's the best in its class represents a combination of innocent naivety and cynical marketing hype [the seat trim and dash are of cheapo materials], the fact is the fascia components all fit well, the heater dials turn smoothly, the glass is neatly semi-flush and the metal panels are thick and well fitting. More important, the fact that the body doesn't boom and crash over bumps is a great step forward for Citroen.

In the GS you hear bumps, and feel them through the steering wheel. There's also some harshness over small, sharp bumps such as Catseyes. But, real lumps, undulations, pot-holes, cobbles and broken surfaces are simply swallowed. No car today - up to limousine size - is so soft, yet the GS seldom floats. To the owner of a backside accustomed to the jarring rides of modern small cars, it's amazing. On top of which, the car is unaffected by load.

By modern standards, the ZX rides well. It is resilient, moving up and down but taking the edges off things well. There's none of the lurching and thumping a German car would serve up on lumpy French or South Australian roads. Its big fault is an uncomfortable lateral rocking, brought about because the car, though softly sprung, is quite stiff in roll. Anti-roll bars are simply lateral springs - undamped ones at that - so when one side of the ZX is disturbed the whole thing rocks. The GS, like the ZX, has anti-roll bars at each end, but they are less influential.

Ride quality is but one element in the sum of comfort. Both cars have soft, generous seats, good driving positions and adequate cabin room. The GS has better rear-seat headroom, the ZX the better legroom. In packaging the two Citroen's are remarkably similar. The ZX is 406cm overall, the GS 5cm longer, the wheelbases are the same, the heights similar, yet the GS has the bigger boot by 45% when the ZX's rear seats are up. No progress there is twenty years.

But surely all this softness in the GS must make it handle like an inebriate camel? Not a bit of it. Sure, it rolls onto its door

handles, but it clings on amazingly well with its round-shouldered tyres,

GS has a weak-willed set-up directed by a scattered set of levers that sprout from roughly carved gashes in the frangible plastic fascia

understeering incessantly at the limit. There's excellent directional stability yet neat turn-in: the steering is very direct and accurate, though you pay the price in having to put up with kickback and a marked weighting-up in bends. The GS's big 15inch wheels help the ride and give a reasonably big contact patch from the 145 section tyres.

The ZX rolls less, as it must in order to exploit the modern low-profile 165/70 13 tyres. Drive the ZX's contemporaries and you'd call its steering light, quick and accurate, but after the GS's it feels a tad rubbery, which must be the pay-off for losing the kickback. Still, the ZX turns into bends eagerly enough, and then brings its self-steering axle into play by tracking around the arc with remarkable tenacity and even-handedness - tucking in only gently even when you throttle right back - and gripping very strongly. Its two-stage cornering action feels odd at first, but you soon learn to like it - a real Citroen characteristic, you might say.

The ZX doesn't have real Citroen brakes: the GS does and it is the better for it. On almost no pedal travel, the GS discs have sharply honed initial bite, great power and perfect progression, aided by the car's remarkable resistance to front-end dive. Their high-pressure hydraulics can also be cheaply adapted to ABS, and have been on the BX and XM. The ZX's stoppers work well enough but feel spongy beside conventional opposition's and especially so beside the GS's.

So, just what does Citroen have to show for 20 years' developments? To look at, drive or sit in the cars, you'd be hard put to find much beyond the refinement angle. But look at the costs. The GS's 27 to 32mpg isn't too clever when you'd be doing nearer 40 in the ZX, and an early GS's 5,000km service interval would horrify a '90's owner. A GS would need 30-odd hours' servicing in its first 100,000km whereas the ZX gets by on 5.5 hours, plus oil-changes. You'd swear maintenance wasn't given a thought when they designed the GS - the distributor is so badly sited you need to remove it to check the points - yet the BX proves that with modern

design, electronic ignition and today's lubricants, the care of a hydropneumatic car needn't be a problem.

The GS is reliable if cared for, and mechanically durable. The ZX is strong, having a rigid floor and three hoops over the cabin for stiffness and rollover protection. It is claimed to be safe in 55kmph frontal impacts and to deal with offset crashes too. The GS isn't bad in its crash resistance, [talk to Peter Fitzgerald about his collision with a Mitsubishi in the early '80s] but the ZX is better. Yet in primary safety, the ability to avoid the crunch, the GS lags little.

'I can't imagine', said someone from Citroen at the ZX's launch, 'that anyone who drives our car will have anything to complain about.' Well, some will grumble. However good the ZX may be [and it is good], it's not a car to hold your interest. As far as Citroen is concerned, it's hardly a car at all. It's a product, an appliance, carefully tailored to existing consumer demand in market segment 'M1'. The buyers know what they like, and Citroen has inferred that they like only what they know. So the ZX is just what they know, a little better all round, but no different. It is, in short, a marginally improved competitor to Bland X.

Citroen makes cars to make money, and we cannot blame it. There's only sense in building something different if it can be economically made and abundantly sold. The danger the ZX faces is its perilously short potential life-span: before long there will be several new Japanese models any of which could well better the ZX, leaving Citroen floundering for a replacement.

The GS by being different, has qualities that haven't been bettered in 20 years, and perhaps never will be. Its faults are evident and manifold: it is unrefined to drive and, though reliable, is extravagant in its demand for fuel, care and attention. But all of these could be cured by modern design and engineering, without abandoning hydropneumatic systems, adventurous styling and sophisticated [though not necessarily complex] engineering. The very thought of it all makes the ZX seem like a wasted opportunity.

But what did we think of it then?

Of course it is easy in the 1990's to review in a critical manner a car of the 70's and describe it as harsh, but what were the scribes saying in 1971 when the GS was launched? Remember this is a time when the VH Valiant was being described as "exciting" and "shock of the year", "styling sensation" and the Ford Capri boasted a foot operated pump for the windscreen washers and disc/drum braking that was "entirely tuned to the performance" and we still had another year or so to wait for "time to change your present ideas - Marina!"

If the Citroen GS hasn't yet shaken the design teams of the world's small car manufacturers to the core, then they are either very stupid or aware of some development we have no knowledge of. The tragedy is that the GS will be priced in Australia against the monolith V8s. In France it sells for an unbelievable \$1,700 - add \$2,000 and you have the local price. That much money for a 1,000cc vehicle is ridiculous...or is it...after all, we're talking about a Citroen.

It is still a significant model, for what Citroen does today the rest of the world does in 20 years time.

You think I'm exaggerating?

A quick look through history reveals this most fascinating of all manufacturers to have consistently been decades in front of the competition. Indeed it is fair to say that in appearance, if not in anything else, the DS is more in fashion today than ever before and it was first shown in 1955.

The engineering ability that went into the DS has obviously been applied to the GS but this isn't to say the GS is simply a scaled down DS.

As it stands the GS is simply the most advanced small car in the world and will probably continue to hold that title until Citroen releases its Wankel powered car. That the GS is destined to receive a rotary engine is fairly obvious. [Not that the GS Birotor exactly took the world by storm. Ed.]

And it is not just on paper that the GS is advanced. On the road it has the rare distinction of feeling totally unlike any car of similar size we have ever driven. "This is the first car I have driven that feels totally modern - at last the space age on wheels."

Of course there are similarities between the GS and the DS, particularly in the ride. Not surprising when both cars use virtually the same hydropneumatic, all independent suspension system. This immediately places the GS on an altogether higher plane than other small cars because so few of them provide anything like the same kind of comfort whether with a full load or without, on smooth or rough roads.

The suspension compensates for all load requirements which is just as well since the boot is

enormous.

Because of the concentration of mechanicals at the front the front wheels are mounted in such a way as to prevent nose dive under braking and lift under acceleration. This works particularly well under extreme braking which is rather more spectacular than acceleration.

The four wheel disc brakes are activated by a small button-like pedal, as on the DS, which initially feels dead and far too hard to provide responsive braking. First impression is that the brakes are either fully on or fully off. But experience soon shows that they can be smooth yet effectively operated by pressure from the little toe to bring the GS to a sudden stop. We had little or no trouble with locking up wheels but under a full blooded crash stop this might become a problem.

The handbrake is one of the GS's most intriguing novelties. It works on the front wheels only, forms a section of the dashboard and looks rather like a

What Citroen does today the rest of the world does in 20 years time

grab handle.

The GS deserves the much used, but seldom true bit about being unable to pick it's front wheel drive. There is very mild understeer and the GS grips the road with a stability that means the driver is more likely to give up trying to find its limits.

The front is very reluctant to tuck deeper into a corner even when the brakes are applied to avoid some mobile chicane. The body is tied down by anti-roll bars at both ends so there is less body roll than with the DS. The steering is controlled by a thick rim, single spoke leather like wheel that feels just right. There is some self-centring, but the steering is remarkably light and responsive.

As with all Citroens the GS is a paradox. Is it a middle class European sedan [as the price and size suggest] powered by a small one litre engine or, a sporty model complete with overhead cam, fabulous handling and brakes and a tach reading to 8,000rpm that happens to be big and roomy?

The answer, in short is - it is neither.

It is a Citroen, something without direct parallel.

Consider who else would power a genuine five seater, that is so versatile it should be able to tackle almost any task asked of it, with a small 1,000cc, air-cooled engine.

Yet the GS is flexible with reasonable mid and upper range acceleration and a top speed over 90mph. Aerodynamically the GS is 16% better than the current DS and uses only 30bhp to maintain 70mph. So like the DS its slippery shape makes the very most of the available bhp.

The little flat four engine uses a cogged belt driven single overhead camshaft on each bank of cylinders and is mounted ahead of the front axle line and drives through an all synchromesh, all indirect, floor change gearbox attached at the rear.

A single, dual barrelled Solex downdraught carburetor feeds the oversquare [74 x 59mm] engine via long induction tubes. Power of 54[DIN]bhp, is developed at 6,250rpm and max torque of 52ft lbs at 3,500rpm. Citroen claim the engine will withstand flat out driving indefinitely, it is remarkably quiet for a small engine and even more so for one which is air-cooled.

Wind and road noise are both low so the GS is perhaps the quietest small car around for touring. It is also the roomiest and most comfortable. The seats, trimmed in soft cloth proved to be very comfortable during our all too short drive in Australia's only GS. It was left hand drive at that! Thanks to the long wheelbase all five lucky passengers ride between the wheels.

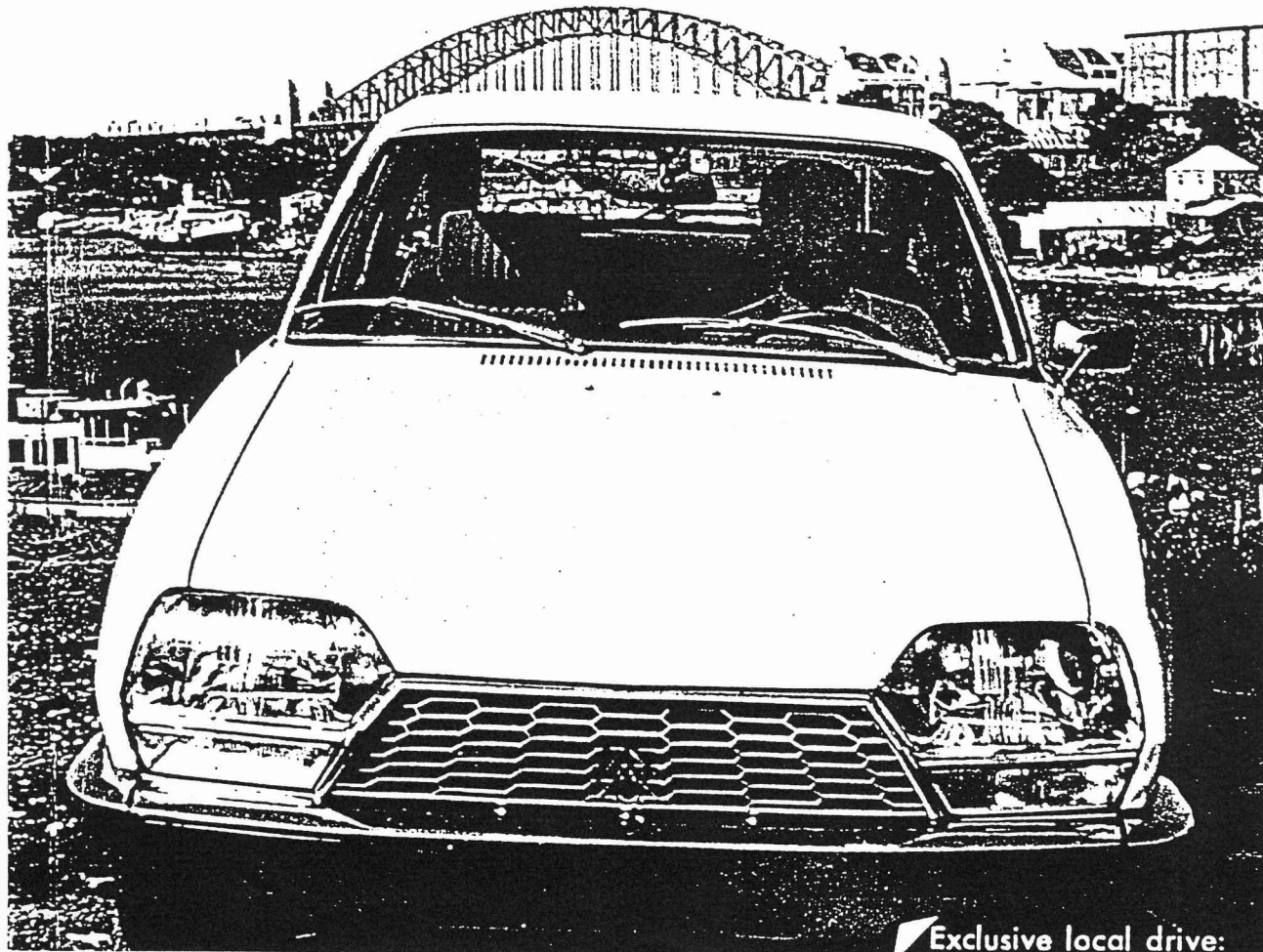
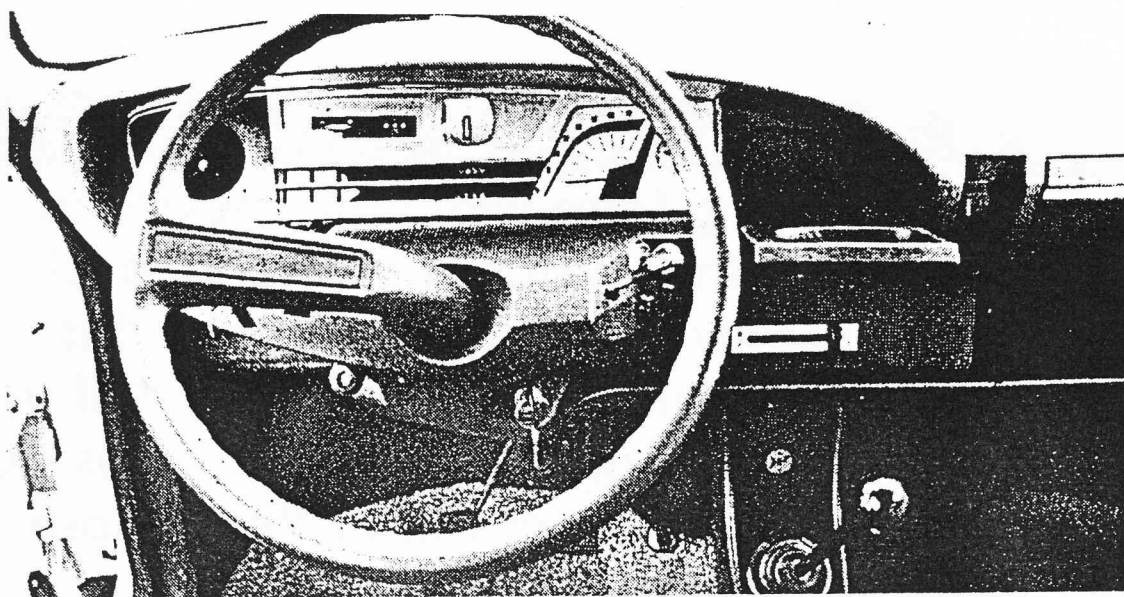
The dash layout looked very clever but the instruments are not especially easy to read. The speedometer in particular is bad because it must be physically read. The numerals and the stopping distances are arranged on a drum which rotates as speeds rise and passes behind a magnifying glass. There are ten warning lights, a fan shaped tachometer which seems to be used more frequently than the speedo and fuel and battery condition gauges. Switches are everywhere and heating and ventilation very thorough and efficient. Visibility is excellent with glass on every side and the lights, with quartz iodine on high beam, carried on the "turning night into day" Citroen tradition.

Even at its inflated local price the GS deserves attention. It may be regarded by some as just another quaint French car but that is a fatal mistake.

Few will ever appear in Australia [Citroen are holding firm orders for about 2 dozen cars, deliver later this year], but as time passes more and more features will filter through into the conventional cars so beloved by Australians.

Those who drive a GS, even in one litre form, will find it awfully hard to come back to something else. Is the GS the 70's car of the decade?

But what did we think of it then?



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