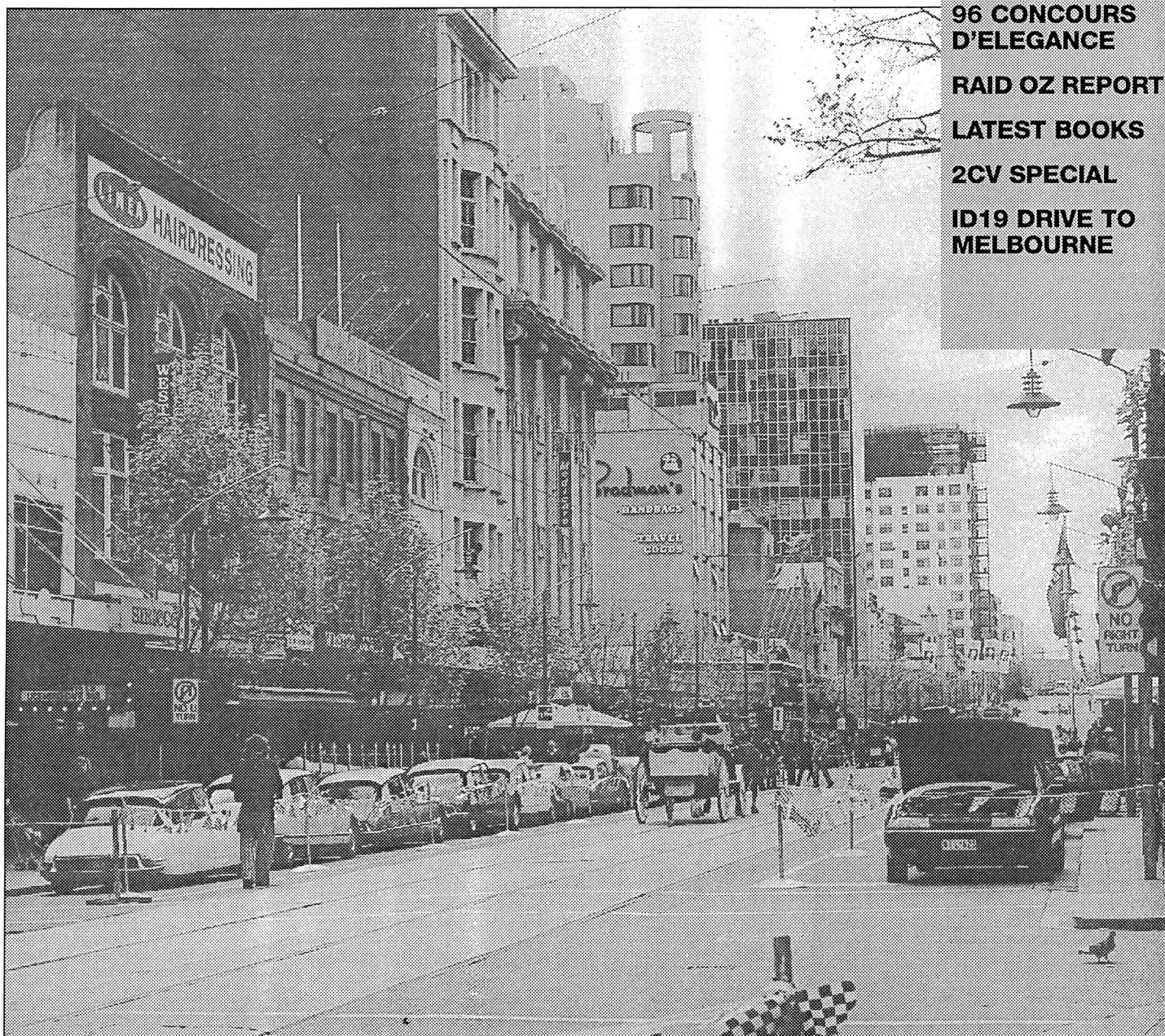


FRONT DRIVE

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

VOL. 20 ISSUE 5



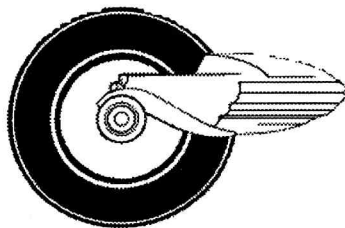
**96 CONCOURS
D'ELEGANCE**

RAID OZ REPORT

LATEST BOOKS

2CV SPECIAL

**ID19 DRIVE TO
MELBOURNE**

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behind the DESK

Well here I am back "Behind the Desk" (sort of) following on from Raid Oz'96. With some 65 cars and about 130 people rumbling through the Outback, we surely stirred up quite a lot of "bull-dust", in one form or another! The memories of the people, places, cars and scenery will surely stay with me all my days - as I hope will the many contacts and friendships that I made. As a Citroënist(e), you surely owe it to yourself to go on at least one Raid like this in your lifetime. If you can't buy one, borrow or steal a 2CV (the ideal way to go). There is already talk of the raid 2000. Start planning now!

With 2CVs tending to become "flavour of the month", look forward to more related material in Front Drive. This issue features Kathy Rushton's impressions of the Raid, travelling with Phil Ward in his twin engined 2CV Sahara. I hope to record my impressions in the next issue.

The Concours d'Elegance (CCOCA and CCCV) in front of the Town Hall in Melbourne's Swanston Street Walk was a great display, and is covered in this issue, as is the Highly Successful day run to the Haywards Winery, social and technical events appear set to be major CCOCA activities and will feature from time to time in Front Drive.

Jack Weaver's "Annual Technical Presentation" recently covering the checking and straightening of the Traction Avant body shell with the simplest of tools, is a case in point. We hope to put a resume of this excellent and well received discussion into Front Drive in the next issue.

Incidentally, Raid Oz'96 seems to have stirred up quite a trade in vehicles both from Raiders and from other sources. As far as possible I have listed such vehicles that I believe are still for sale, and contact details in this issue. I hope you will take the trouble to consult the classified advertisements to see what is available.

A tip: Be prepared to bargain on prices quoted - and who knows - you might end up with your vehicle for Raid OZ 2000!

In conclusion, let me express my appreciation of Peter Fitz's efforts in keeping Front Drive going in my absence (I know quite well the effort that entails) and for the beaut crisp new layout he has made up for it on his Mac. Many thanks and well done Peter.

Till next time, happy Citroën reading.

Bill Graham - Editor

CCOCA MEMBERSHIP

Annual Membership \$30
Overseas Postage Add \$9

CCOCA MEETINGS

Every fourth Wednesday of the month, except December.

Venue:- Canterbury Sports Ground Pavilion, cnr. Chatham and Guilford Roads, Canterbury, Victoria. Melways Ref 46 F10,

HONOURARY LIFE MEMBERS

NANCE CLARKE 1984
JACK WEAVER 1991

CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

The Club's and Front Drive's postal address is P.O. Box 52 Balwyn, Victoria, 3103.

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

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

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prez sez

Regrettably I missed Jack Weaver's Annual Tech Talk due to 4 days in bed with food poisoning/virus intervening, but I believe Jack's presentation was up to its usual high standard, and a larger than normal group of club members attended on the night - everybody enjoyed it - Thanks Jack.

I was fortunate to enjoy our CCOCA/CCCV joint Concours in Swanston Walk (City of Melbourne). Congratulations Peter Fitzgerald for a first class event. The publicity was great and several prospective and new members visited our day. Concours results are elsewhere.

Sue and Leigh are still overseas, but Bill is back from the 2CV Raid to Central Australia so things are getting back to normal.

The next "must do" was the winery run to Haywards. It was another successful event with many new faces enjoying the Hayward hospitality and of course their superb wines.

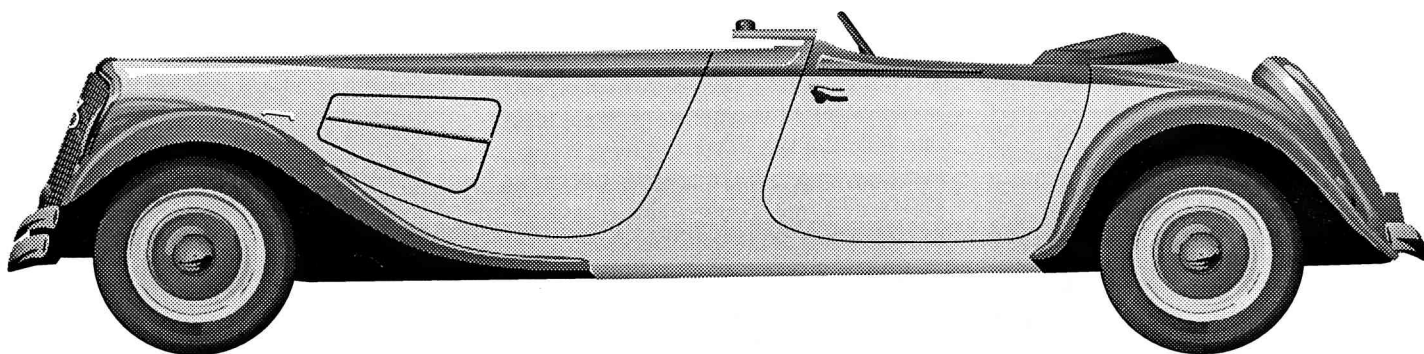
Please check the calendar for the final events for the year.

President Leigh will be back from his long trip to Europe shortly with a million stories, I am sure, that will keep us all entertained for some time to come.

Recently Helen and I had the great pleasure to witness the marriage of two of our CCOCA members (Roger Brundle and Fay Dunstan).

It is true that Roger and Fay took around 15 years to make up their minds, but the wedding service and following celebrations more than made up for the delay. Peter and Maria Boyle also helped the newly weds celebrate at Matteos Restaurant/Receptions in North Fitzroy. Congratulations Fay and Roger,

Merry Christmas to all from Ted Cross



inside...

- PAGE 4 A-TRACTION - The calendar of events for C.C.O.C.A
- PAGE 5 EVENTS PAST AND FUTURE
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PLEASE NOTE

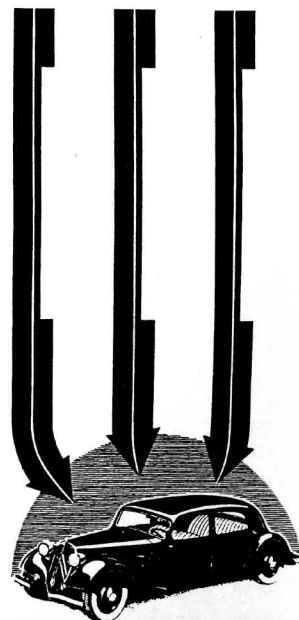
The September October 1996 Front Drive was incorrectly numbered as Vol. 20 Issue 3. It should have been Issue 4.

As a result this issue is number Issue 5. Don't be concerned if you think you might have missed getting Issue 4 - you actually got 2 Issue 3s.



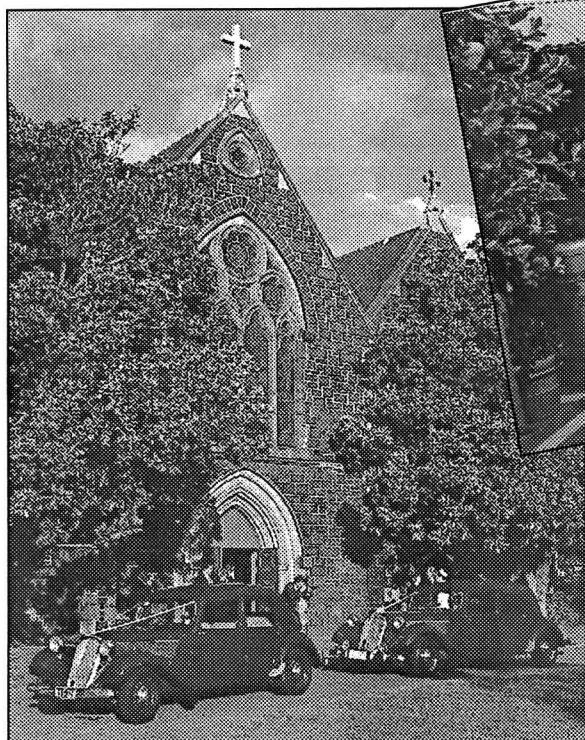
The new
CITROËN

7



THE NATIONAL MOTOR ENGINEERING WORKS
107, Union Place
COLOMBO

WEDDINGS



There have recently been a few weddings either involved CCOCA members directly or indirectly.

Left is a shot outside the Church at the wedding of member Simon Taylor and Diana. Simon used his L15 and the Big 6 was supplied by Peter Fitzgerald.

Above was taken at the Wedding of Roger Brundle and Fay Dunstan on October 6 in North Fitzroy. Helping to celebrate the event were Peter and Maria Boyle and Ted and Helen Cross.

And finally Ted Cross's sister, Julie was married just as this went to press. Ted's Big 6 was of course the bride and groom's car. Another Big 6 was supplied by Peter Fitzgerald and a L15 by Robin Smith (driven by Peter Hore).



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Restoration of the Family Nine for a Sydney client is now complete.

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Telephone (051) 521 040

a-tractions

NEWS
FROM THE
NOT SO
SLENDER

november

Sunday 17th

Annual All French Day - Wilsons Park North
Brighton Melways reference 67 E10

Wednesday 27th

General Meeting - Canterbury Sports Ground

december

Sunday 8th

Annual CCOCA Christmas BBQ Lunch at John
Couches home - 31 Broadway, Belgrave Victoria
BYO meat for the BBQ and of course your choice
of liquid Christmas cheer Start at 12 noon.
Please RSVP one week before to Peter Fitzgerald
03) 9696 0866

january

Sunday 13th

Gourmet Deli Run meet at 9am on the Princes
Hwy off the South Eastern Fwy. Please RSVP one
week before Peter Fitzgerald 9696 0866

Wednesday 22nd

Twilight Picnic Meeting - Canterbury Sports
Ground BYO Picnic food - BBQ will be available

february

Sunday 3rd

Yarra Valley Wine Tour meet outside the
Nunawading Civic Centre - Maroondah Hwy
Nunawading at 9.30 Please RSVP one week before
Peter Fitzgerald 9696 0866

Sunday 17th

Technical Day - venue to be advised

Wednesday 26th

General Meeting - Technical night at Heka's

march

Sunday 10th

Australian Formula 1 Grand Prix

Monday 11th

National Concours d'Elegance at Domain Chandon

Sunday 24th

First Charity Day Run

Wednesday 26th

Annual General Meeting - Canterbury Sports
Ground

Friday 29th

31st National Citroën Rally held at Renmark,
South Australia hosted by the Citroën Car Club of
South Australia

april

Wednesday 23rd

General Meeting - Canterbury Sports Ground

june

Austraction Rally - Canberra Incorporating Annual 1996/97
CCOCA Awards

**If you wish to attend any event please advise
the Activities Officer on (03-9696 0866) at least
one week before the event so you will be
catered for. Unless otherwise stated.**



events past *and future*

PAST EVENTS

There have been some very successful and interesting events in the past couple of months.

Jack Weaver Talk

This well attended event was absolutely fascinating. We all learned how to straighten even the most bend Traction body with all the tricks of the trade. Jack made the process seem quite logical and straight forward. Although I must admit I might think twice before I tackled it. For those who were not able to make it, we recorded it on audio tape. This tape will be transcribed and put into print in the next magazine. Thank you again Jack

Technical Day At Melbourne Citroën.

A small but obviously enthusiastic group got together at Melbourne Citroën. Numbers were obviously down due to the torrential rain. Not good when you are trying to keep your car clean for the concours, which was on the next weekend.

1996 Concours d'Elegance

This was a great success and fantastic PR for the Club. Our Club got a number of new members, and discovered more cars as a result. For example due to the advertising we discovered a Big 6 that the owner has had stored in a garage for 36 years - and it only has 89,000 miles on the clock. It does need full restoration, but is complete. It will be good to see it

on the road. The Concours day is covered elsewhere in the magazine. but I wish to thank all the workers on the day, and of course the sponsors:-

Our major sponsor was Melbourne Citroën who used the day to launch the new Xantia Estate and the Xantia Turbo sedan (what a car.. I have driven it and fallen in love)

Shannons Insurance

Meguiars Car Care Products (now you know the secret to why my Big 6 always looks so shiny)

Traction Restorations Australasia

French Connection

Commonwealth Bank

To The Point

Winery Run to Haywards Winery

We were again blessed with torrential rain on this day. But about 12 people managed to wade their way through the rain and mud. It was a great day though. Many thanks to the Haywards for their very special hospitality, and one of the highlights of the CCOCA Calendar.

COMING EVENTS

1996 All French Day

Well I must apologise for the late notice of this event. But I only recently found out that this year's event is being run by the Renault Car Club of Victoria, and they kinda forgot

to pass on any details to us. The calendar lists the place. Time, I assume is around 10.30. (It does give you faith in CCOCA's ability to get of it's arse when we see how other clubs are run)

Annual CCOCA Christmas BBQ Lunch

This year's event will be held at John Couche's home at 31 Broadway, Belgrave, Victoria.

Arrive about 12 noon. All food supplied. \$10 per adult and \$7 for kids under 14. BYO Christmas cheer of the liquid variety.

Come along and celebrate what has been a very successful 1996 for our Club. Please R.S.V.P to Peter Fitzgerald (03) 9696 0866 one week before

Gourmet Deli Run

Gather at the Fountain Gate Shopping Centre car park (Magid Drive) on the Princess Highway Narre Warren (Melways Map reference 110 C4) at 9.30 am

This is always a great day - taste some cheese, go fishing for some trout, have a picnic lunch. Perfect.

Please R.S.V.P to Peter Fitzgerald (03) 9696 0866 one week before.

Twilight Picnic Meeting

This is always a popular family night - bring a picnic dinner or a BBQ - a great relaxing night at Canterbury sports oval - 7.30 start

Yarra Valley Winery Tour.

Meet outside the Nunawading Civic Centre (Whitehorse Road) at 10am for a summer drive through the vines. More details next magazine.

National Rally - Renmark

Details in the next magazine

Austraction '96 - Canberra

Details in the next magazine

**AUSTRACTION '97
CANBERRA**

DO IT!

QUEENS BIRTHDAY LONG WEEKEND - JUNE 1997

FULL DETAILS NEXT ISSUE OF FRONT DRIVE



NEWS

FROM CITROËN AUSTRALIA

Xantia Turbo now in Australia

National Citroën Importer, Ateco Automotive, has confirmed the Xantia Estate as a supplementary model to the Xantia saloon in Australia.

Launched to unqualified praise in Europe last September, the Xantia Estate offers the good looks of a luxury car with the practicality of a load carrier in a car that delivers high levels of comfort and driveability.

Measuring 4.66 metres in length - 220mm longer than the saloon, Xantia Estate is one of the roomiest cars in its class. With the rear seat folded, the luggage area measures 1.86 metres in length.

The cabin is light and airy with an extensive glazed area. Extensive soundproofing cuts noise intrusion into the cabin to insignificant levels. Two suspension options are available in Europe, hydraulic and the more sophisticated, computer

controlled Hydractive 2 system found the range topping VSX model saloon already sold in Australia.

Regardless of which suspension is fitted, the Xantia Estate offers an exemplary ride with constant ground clearance regardless of load. The rear axle has a self steering function for improved road holding.

Five engine options are available in Europe with possibly two being offered here - the two litre petrol versions with eight or sixteen valves depending on which transmission is specified.

Citroën designs all its engines to satisfy two main parameters, low speed torque and fuel economy. The two litre petrol units fulfil both requirements admirably. Xantia Estate is a showcase of safety technology in this class of car. It boasts side impact beams, pyrotechnic seat

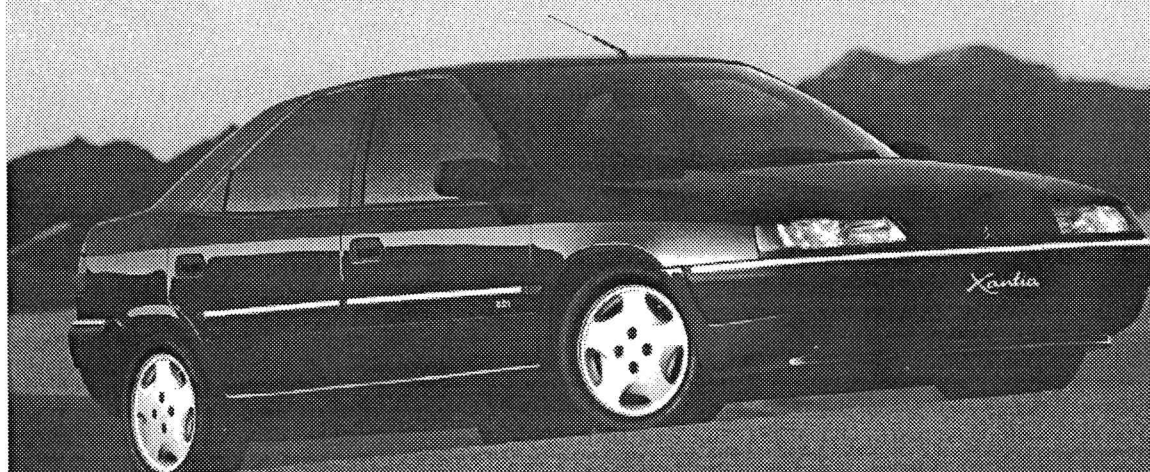
belts, drivers airbag, luggage impact protection system, ABS, crumple zone chassis, fuel cut off device and more.

To prevent theft, Xantia Estate boasts theft proof locks with pick proof surrounds, deadlocking and a remote controlled alarm system and engine immobiliser.

Ateco Automotive will be looking at a highly specified model with a full range of luxury standard features including power steering, air conditioning, 15 in alloy wheels, electrically operated ancillaries and premium sound system.

The Xantia Estate will be launched at Sydney Motor Show this month along with the turbocharged version of the 5 door sedan. The Estate and the Turbo Sedan are on show at the CCOCA and CCCV joint Concours d'Elegance on October 13, and will go on sale from this date.

500,000 owners can't be wrong



Xantia

Test drive Xantia today

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Citroën Melbourne

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on the shelf

by Bill Graham

Hot off the press (the ink must be still wet) is the biography of Andre Citroën, by British automotive writer, John Reynolds. In English of course, it will be welcomed by our numerous non-fran-cophones. Peter Boyle has a copy, and I've ordered mine from Technical Books in Swanston Street, Melbourne.

Soon to be issued in the Bay Books "Original" Series, is John Reynolds book on the DS/ID vehicles. There is a chapter on these cars in Australia, and the feature car is the beautiful black locally-assembled ID19 belonging to Ferdi Saliba (CCCV, Melbourne). John is confident that the publishers will back him to do a similar book on the Traction Avants. In that case, I'll be looking around for John for some of the beaut Aussie Tractions to photograph and describe for an appropriate section of the book. Maybe yours? If you have any thoughts or comments, I'd be very glad to hear from you. Both books will be in English of course, and possibly other languages too.

It has been put to me that there is a great need for a biography of the elusive engineering genius, Andre Lefebvre, who, largely in the background, brought highly innovative approaches into the Citroën camp and applied them to the production of three "water shed" models - the Traction Avant, the 2CV, and the DS. Citroën secrecy has however kept him almost unknown, even among Citroën enthusiasts. I was pleased therefore to find that John Reynolds has researched out a short history of Lefebvre for a recent issue of "Floating Power" (Traction Owners Club, UK). We hope to reproduce it soon (with acknowledgements) in Front Drive. And let us hope John goes on to produce a full blown Lefebvre biography. Incidentally, Lefebvre cut quite a dash with "Les Femmes". I wonder if he was related to Jules Lefebvre who painted the nudes "Chloe" (Young and Jacksons Hotel, Melbourne), "La Cigale" (private collection, Melbourne) and another in Musee d'Orsay in Paris?

I was pleasantly surprised to find a new edition (1996) of Olivier de Serres "Le grand livre de la DS" for \$161 (with Club Discount at Technical Books in Swanston Street Melbourne). This is only about \$10-\$20 more that I would have paid for the first edition in Paris last year, and I didn't have to lug it all round Europe!

If you are a D enthusiast (or even if you're not), this superb book with its wonderful coloured plates, numerous B&W photos and comprehensive - virtually definitive - text of almost 400 pages is just about a "must have" item. Some five pages are devoted to Ds in Australia, and well known cars which are illustrated include those of Ferdi Saliba, Nance Clarke, Allan Cartledge and the "Dutton Utility" (now owned by Julian Newton-Brown). Elsewhere, Jack Weaver's Turbo ID19 sedan and his ID powered open wheel racer are featured. You will learn to live with the French Text!

I picked up a copy of Jeff Daniels' "Citroën SM" (Osprey Auto History) from Tony John in Mont Albert (Melbourne) for \$35. These are out of print. Perhaps grab one as a Christmas present for yourself?

To blow the mind of the 2CV restorer/enthusiast, I saw Leigh Mason (Albury) walking round with a copy of a new restoration manual, profusely illustrated in colour. Didn't have time to take it all in, but I've ordered a copy through Technical Books.

There seems to have been a flood of articles on Classic Citroëns in the magazines at local newsagencies lately. Some of you may still be able to "suss-out", but unfortunately those coming through Gordon and Gotch are pulped at Albury on withdrawal (e.g. Classic and Sportcar). Perhaps you will have to approach the publishers here or overseas for back issues (though it may be worthwhile discussing such approaches with people such as Richard (CCCV) at Technical Books motoring section - they can order for you.)

TRACTION AVANT

Thoroughbred and Classic Cars,
August 1996 (General coverage)
Classic and Sportcar,
July 1996 (Rosengart Super Traction)
Australian Classic Car,
August 1996 (Rod Greschke's Light 15)

2CV

Classic and Sportcar,
June 1996 (Sahara 4x4)

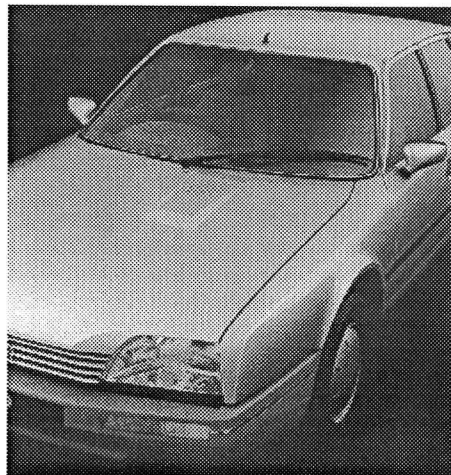
DS

Australian Classic Car,
Oct 1996 (Buying guide, Bob King's ID19)
Popular Classics,
February 1995 (Buying Guide)
Practical Classics,
September 1996 (DS v Jaguar v Plymouth)
Classic and Sportcar,
September 1996 (Chapron DS specials)
Thoroughbred and Classic Cars,
July 1996 (Chapron decap)

PANHARD

Thoroughbred and Classic Cars,
July 1996 (PL17 Tigre)

And a little something for your coffee table is Jonathan Wood's "50years of classic cars" (Colour Library Books, UK). With very nice coloured shots and two page presentations on each car, it provides pleasing coverages on the Traction Avant, 2CV, DS and SM. I saw it for \$25 at Dymocks - a steal really - Perhaps something for the Christmas Stocking.



RAIDING

party

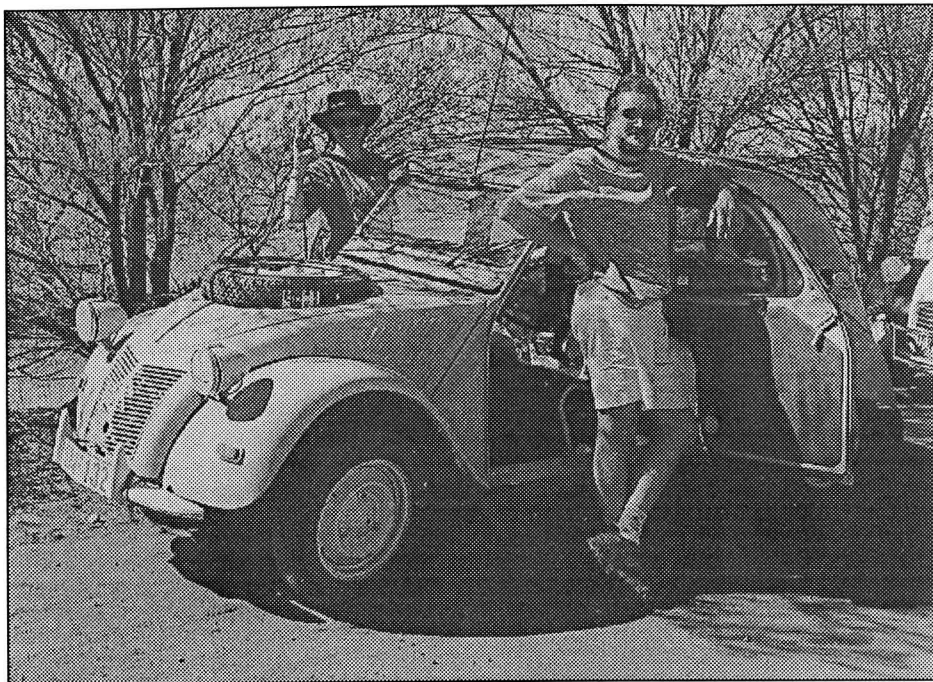
by Kathy Rushton

Let's not beat around the bush. Let's not mince words here. It's like this: it's impossible to describe Raid 96! I could tell you, actually, in a few words: a vast, red, long, wide silence that's still roaring in my ears. That's it really, Bye.

OK well look at it from the outside. The outside looking in. You rock up to your favourite camp site in your Mitsubishi Pajero, looking forward to a nice quiet bit of fishing, or reading, or beating about the Bush or something. What the bloody hell...? You're surrounded by aliens! Or German cars or something! What seems like hundreds of spaced out, doped out humanoids caked in orangy sort of dust (and a rather nifty orangy sort of T-shirt) wandering round dazed (it's like Oxford Street in Sydney), clutching tinnies in one hand and engine parts in the other. More little alien ships arrive. Orangeoids jump out, bonnets go up. Sometimes t'other end goes up as well! Must look into that. Wish we'd gone to Bali like the kids wanted. Getting too old for this camping lark...

Normally I'm one of those people, you know, who go into the bush to get away from everyone. I like modern cars, air-conditioning, UV treated tinted windows, windows that have more than two settings - closed or OPEN - modern, electronic, comfortable, unleaded fuel, drinks cabinets. Therefore I'm living proof that you can get used to anything and even enjoy it! Going "weeeee" on all the really good bumpy bits. But enough of my private life.

Now look, my name's Kathy and I was a Sydneysider. I'd like to share with the group that I decided to leave Sidders and settle in Melbourne just for a change of scenery, blow some cobwebs away. Get away from the police, that sort of thing. And because I moved to Melbourne I met some people who know one end of a thing called a 2CV from the other, and eventually piled up (moving swiftly along here) so that I end up rattling along hundreds nay thousands of kilometres of dirt tracks amidst mind-bending scenery (and sometimes no scenery at all, some kid from the



Kathy Rushton the Author with her travelling companion Phil Ward

Dreaming must have been playing with an eraser), covered in bulldust and amazement, losing kilos in the sauna effect, sitting next to the most fascinatingly baffling yet endearingly individual man I've ever moved cities for. (Actually he pulled out last-minute, so I went with Phil Ward instead.) And people said moving to Adelaide would be boring!...

* * *

I've always liked these little asterisks in novels. Right, now then, I had no idea what to expect on this thing, this - this huge THING, this RAID, it's big I tell you, BIG! It's bigger than Ben Hur! It's - we're talking BIG! It's bigger than Peter Fitzgerald's Thai Steamboat Parties! (Although you may experience the same emotion.) heady, confused, stressed, bored maybe, possibly a little frightened - I'm a Pom, see, I'd heard all about the Outback. But what I felt in fact was all those things except the frightened bit, because I was with experts who've done it all before. With some really nice people. Citroën people are very nice, even though they are completely off their rockers. (Takes one to know one.) and another emotion -

sheer ELATION! And enjoyment! I was out there at last, in the Great Australian Bugger All! But about Citroënites - I want to say that I was dead impressed with the patience and friendliness of them. Being by nature a loner, there were times when I wanted to get away and SCREAM, but some of the people around me were shining examples of how to just get on with things, and with a smile too! With reference to getting on with things, the Nobel Prize for Organisations has to go to the French connection, who were like engines off, all out, tents up, umbrellas sprouting like mushrooms, steaks on the BBQ, Salut! In all conditions, bush camps, commercial camp grounds, everywhere.

It wasn't a relaxing holiday, it wasn't meant to be. It was a case of get up, pack car, drive a lot of kms (not all days), fall out of car, pitch tent, drink, eat, fall asleep knackered. Road road road, would we ever run out of road? Some days we could relax. What day is it? What the hell date is it? What time is it? Time for a beer. Everything sort of goes into slow motion, you know, you brain sort of gets a deckchair out and





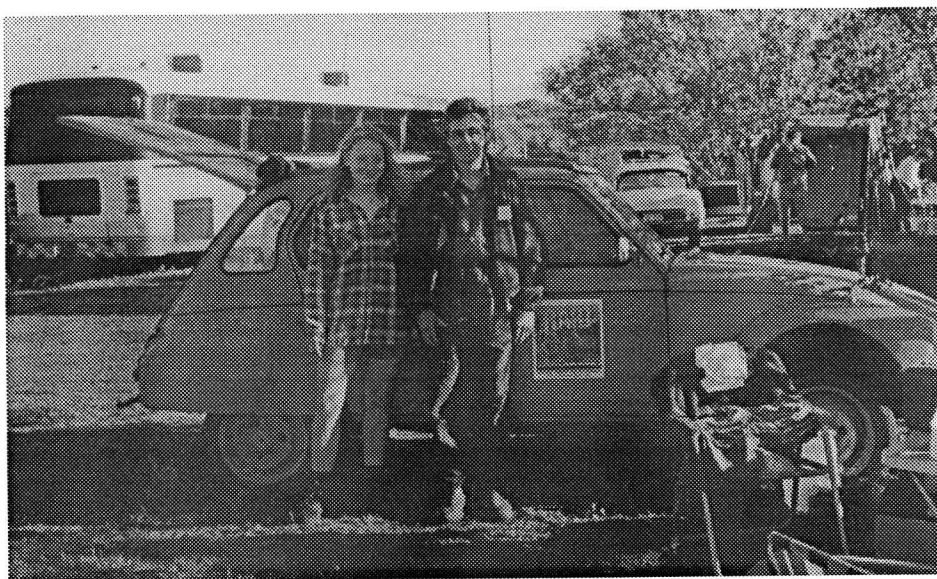
puts a hankie on it's head and rolls it's trousers up, and you start having phizz phissol phissoloph phissolific sod it deep conversations with your new little friend the tent peg, such as "Who needs houses? Who need 'em eh? Who needs door handles? (One of ours fell off on the Tanami Track - funny, you'd have thought it would have come off on the Gibb River Road, Australia's answer to the San Andreas Fault) Who needs cities, people (except Citroënites) Cadbury's Crunchie Squiggle Top Biscuits, the Olympics...etc.

I'm trying to give some impression here. If you wanted we got up we had breakfast we did this we did that, go and read someone's diary.

I now know what it's like to be the Queen. OK that's a slight exaggeration, but listen, I definitely have had a glimpse of what it's like to be a celebrity. It's true, you don't get any privacy! Your every move is public property! You open your mouth to take a big bite out of the pie/sandwich/apple you've been looking forward to, and someone pops up from nowhere in front of you and says "What kind of car is that then?" or "Are you on a rally? Where've you been where you going how far have you travelled how do you bet both engines to run at once?"

Act1 Scene1. Kathy is sneaking off for a pee in the bush. Person Popping Up From Nowhere: What kind of car is that then?

Kathy: (Curses!!!) It's a Peruvian Fiat.



Top:- Alan Roberts (UK) and Bernd Weise (Ger) - Raiders on the Lost Ark (or Viking Long boat)

Middle:- Eise Buisson (France) and Paul Young (Sydney Australia)

Bottom:- "Junior Bandid" (Jessica from Adelaide) with "Equipe Lister" (NZ)





PPUFN: Corisitreally, could have sworn it was a Volkswagen. Are you on a rally then etc etc and on to the final act where Kathy is making a big sign which reads IT'S A GUATEMALEN TREE CLIMBING BEETLE AND WE HAVE TWO ENGINES BECAUSE WE LIKE FITTING ALL OUR BAGGAGE TARDIS LIKE INTO A VERY PETIT SPACE.

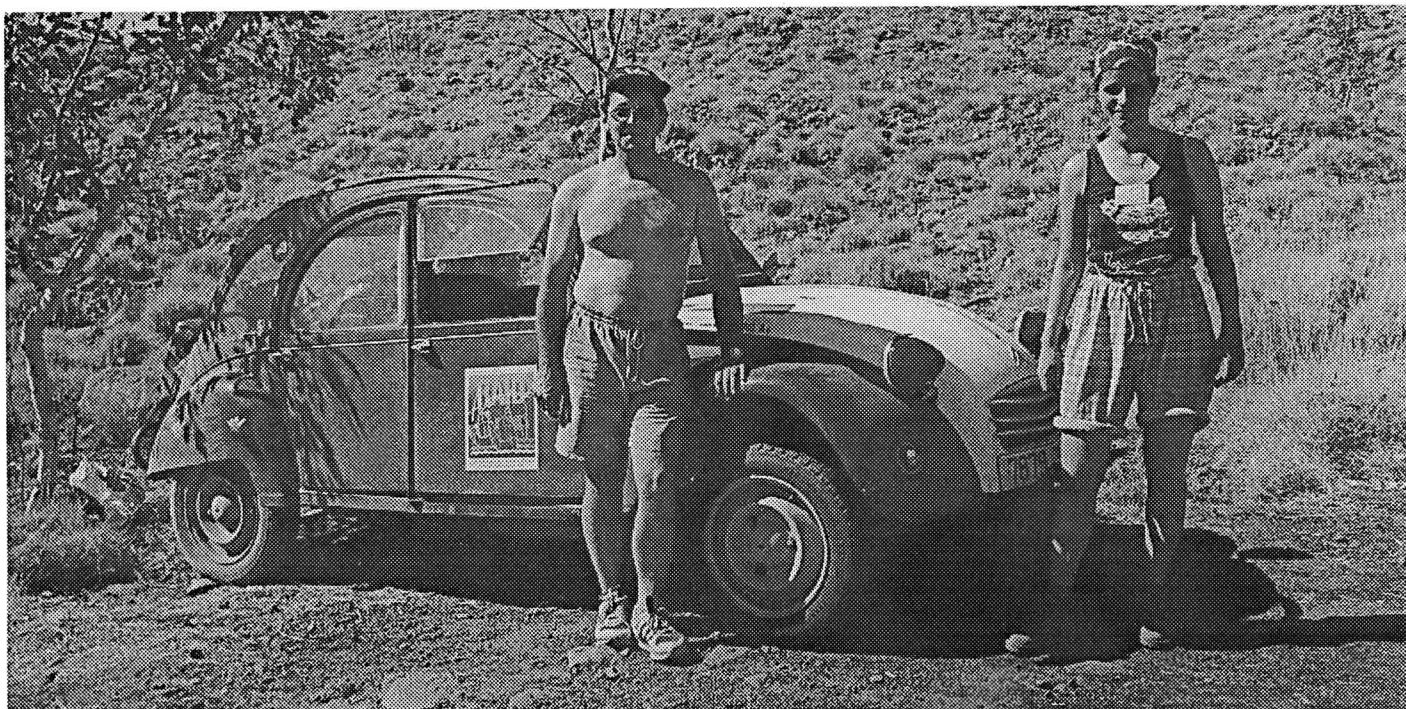
Didn't mind really! Except for the bloke who practically wrenched the car door out of my hands to look at the petrol tanks. That's taking Popping Up From Nowhere too far.

But the weirdest thing of all was getting to Perth after the end of the Raid and being totally knocked sideways by the big city. Do me a favour, Perth a big city? It goes to show that all is, as dear old Uncle Albert used to say, relative. I was disorientated, I felt hemmed in by all the buildings and intimidated by the hoardes of people rushing towards, past, through me. And the noise. Yes, this is the girl who affectionately refers to Sydney as Toy Town (I came from London) NOW I understand why country people refer to Sydney as the rat race!

It's good to get a new view of things. I like cities still, I like living in them, but get this: before I know Australia was a big country, but now I KNOW it's a big country. I've still got that roaring in my ears. It brings a new meaning to the phrase "bringing a stick of rock back". WOW!

Top:- "Equipe Gries" (including Morgan)

Below:- Sandrine (La Belle Francaise) avec Jean-Luc (son amour)



1996 concours *d'elegance*

by Bill Graham



OUTRIGHT CONCOURS D'ELEGANCE WINNER - LEIGH MASON AND HIS BIG 15

Sunday, 13th October could have been like any other but for events in Melbourne's Swanston Walk. From far (like Sydney and Canberra) and near (like South Melbourne) came Aussie Citroëns of widely varying colours, models, ages and conditions - even some new ones just going on sale in Australia. A total of 47 Citroëns were to line up in the pedestrian walk between Collins and Bourke Streets for the annual CCOCA/CCCV Concours d'Elegance, to the delight of Citroën owners and more casual observers alike. Even the weather was clear but not too sunny - ideal for photographing the fine machines.

I rolled up in the splendidly coloured ex-Barry Annells Deux Chevaux with my friend Natasha, all three of us fresh from 16,000 kms and a Perth to Sydney rail trip which included our participation in the unforgettable Raid Oz '96. Already, Colleen Carey was on hand directing cars to their assigned groups, under the watchful and apprehensive eyes of several City Council traffic officers who seemed to fear a collision with a tram or with the

town hall, or having their feet run over. They must have been told some wild tales about Citroëns and their drivers!

Soon the cars were in their assigned groupings - Vintage and 2CV, new car display, CX/BX/Modern, ID/DS/GS, and Traction Avant/SM - and I was engrossed in the judging process with CCCV President, Frank van der Mei. This year, we were using a simplified judging system, introduced by Peter Fitzgerald, in which aspects of each car were given rating ("average, excellent" etc) rather than direct numeric scores. The system appeared to work quickly and well.

In between the hassle of getting there (I'd left Fitz's excellent guide notes behind), judging, acting as host to my guest, talking to people, answering questions and taking a few photographs, I managed to make a few observations to pass on to you.

The location for this Concours was a bold experiment which I believe worked well in terms of commercial support and great exposure for the Clubs and members

efforts and the Citroën cause. Certainly the cars attracted favourable attention, and brought back memories for many observers.

I believe info sheets/membership forms were going off like hot cakes.

A suggestion is that not every Concours should be held here, and the next block down (Collins/Flinders) be acquired so that family picnics can be set up in the City Square which would act as an "overflow area".

Almost all the organisation for this year's Concours was carried out by Peter Fitzgerald, including not only the paperwork for judging and vehicle information sheets, press releases to over 100 organisations, but also a number of meetings with the City Council Officer and advising local traders and planning so as to make the day the success it obviously was. He even organised for his mother to act as "Secretary Information Officer/Scoring Analyst!" On behalf of us all, let me say "Well done Peter".



The trophies were organised by Ted Cross, while members of both Clubs participated in the judging. Well done "chaps" (I think they were all male - well Ted Cross say he is anyway).

As we all know, the trouble with Clubs is that too many jobs fall on too few shoulders. Now take judging for instance. It is not a very demanding job, especially with the new judging system, and the judges work in pairs to make the task fairer and less onerous. In fact, any idiot could do it (and they usually do!) So if you haven't done judging before, don't wait to be asked, cajoled etc (which is humiliating all round) - jump in and volunteer for judging or any one of the myriad of tasks which go to make your Club run enjoyably for all. You will actually enjoy the activities more yourself then.

While enthusiasts drove from far and near within Victoria, particular tribute should be paid to Pamela and Larry O'Carroll who drove their very nice DS from t'other side of Sydney (and commiserations on the recent loss of your beloved pooch), and to Judy Chick and Mike Neal who drove their recently acquired DS from Canberra.

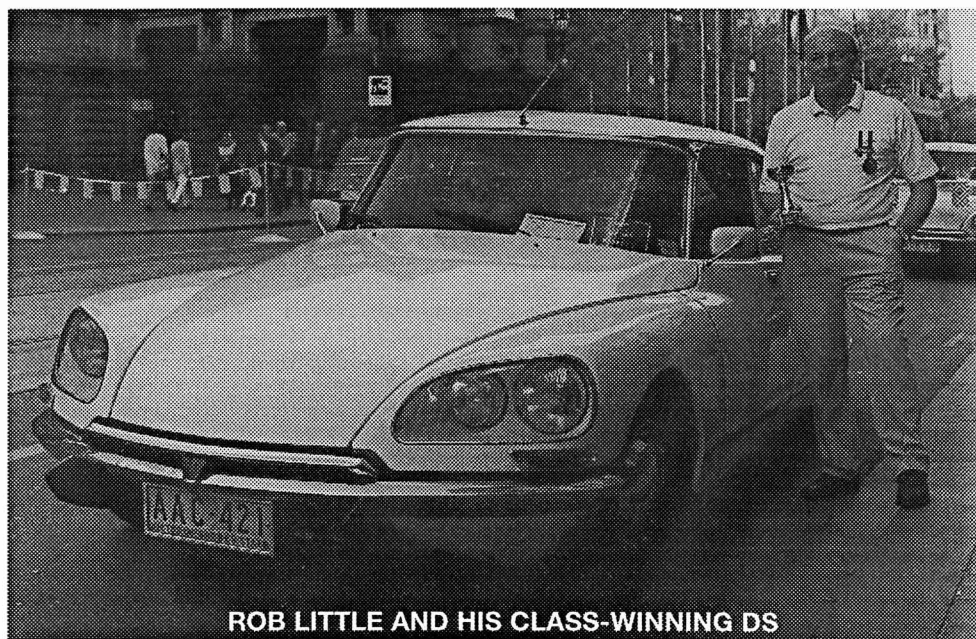
The event did attract some non-member eccentrics (perhaps all Citroënists are) who tended to pester anyone with a willing ear. Possibly among the ranks of these eccentrics, we include a man who was sporting a gingerish 6 o'clock shadow, even though it was only two at the time, seen peering into various vehicles and who claimed to be Larry O'Carroll. We know he was a fake because he wasn't wearing the gendarme's cap, without which Larry has never been seen at a Club gathering.

In a way Jon Faine famous broadcaster and Citroënist, was doubly represented at the Concours. His ex-Vietnam Traction Normale roadster attracted much attention and comment, while across the road was his red and black 2CV Charleston, which is, we are told giving much pleasure to its new owners, the Cross family. The Crosses, by the way also had their Traction Big Six - as always the subject of quiet admiration.

Having recently shouted myself a copy of Olivier de Serres "DS - le grand livre" which features quite a lot of Australian material and some superb colour plates, my thoughts have strayed back in that direction, notably at the Concours to the Rob and Libby Little's cream DS from Shepparton, which really did look a



EX RAID TWIN POT LEADS THE TWIN POTS



ROB LITTLE AND HIS CLASS-WINNING DS

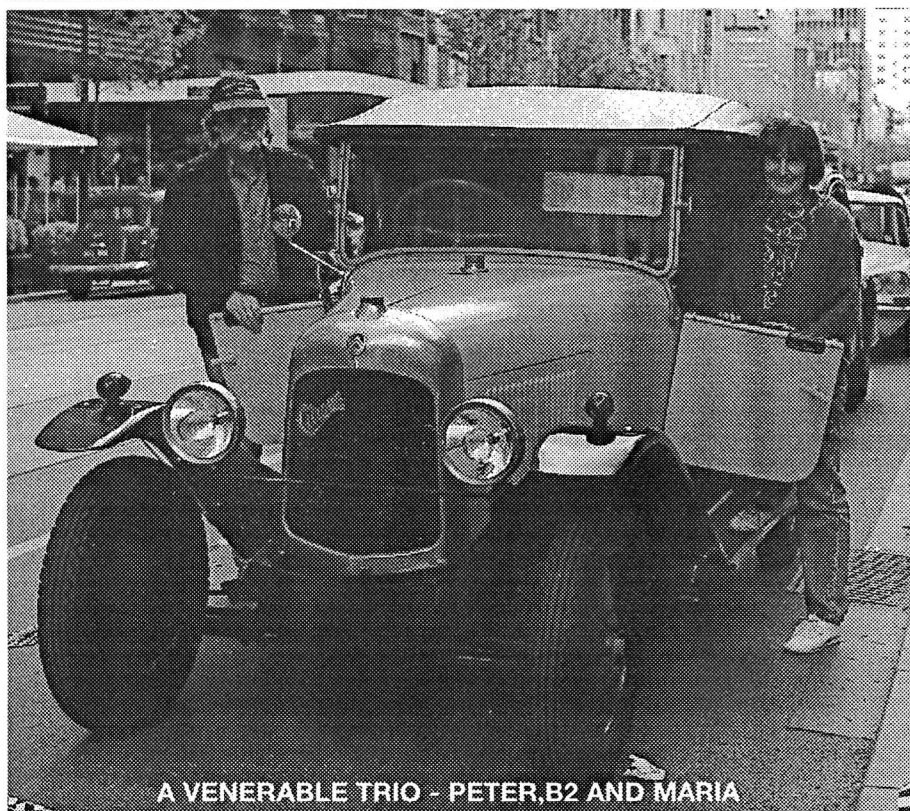


NEW XANTIA ESTATE DREW CROWDS

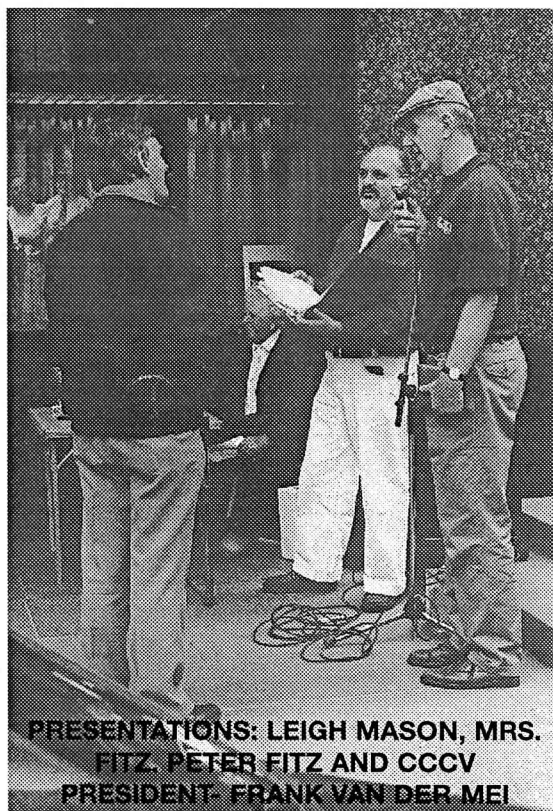




THE JON FAÏNE TA NORMALE ROADSTER



A VENERABLE TRIO - PETER, B2 AND MARIA



PRESENTATIONS: LEIGH MASON, MRS. FITZ, PETER FITZ AND CCCV PRESIDENT FRANK VAN DER MEI

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TO THE POINT



superb restoration. One must also take due note of their son Craig's red 2CV and other son's very nice BX wagon.

As sole vintage and rear drive Citroën present it was great to see Peter and Maria Boyle in their well-known citron yellow B2 Roadster. A venerable trio!

Returning briefing to Raid Oz '96, it was good to see Bernie Rachelle's DS "big Red" present in full "outback bull-dust" Raid livery. Other Victorian Raider George Hamada, brought not his Raid - weary \$500 orange GS break, but rather his attention grabbing SM LHD coupe, ex-Chris Bennet of Adelaide.

The concours was also the launching place for the new Citroën Xantia models from Melbourne Citroën. These, the turbo-charged sedan and the estate, caused a lot of interest (leading we understand to an ensuing flurry in the showroom) and were indicators of how much Citroën has changed over the 70 years which the cars displayed spanned.

CONCOURS RESULTS

Best Vintage Citroën
Peter Boyle - B2 Roadster

Best Traction Avant
Sponsored by
Traction Restoration Australasia
Leigh Mason - Big 15

Best 2CV
Sponsored by To The Point
Craig Little - 2CV6

Best ID/DS/SM
Sponsored by Shannons
Rob Little - DS

Best CX-GS
Sponsored by
French Connection
Ian McArthur - CX 2400 Pallas

Best BX-Modern
Sponsored by
Commonwealth Bank
Ray Fitzgerald - Xantia VSX

Most Popular Vehicle
Sponsored by Meguiars
Fred Hall - DS

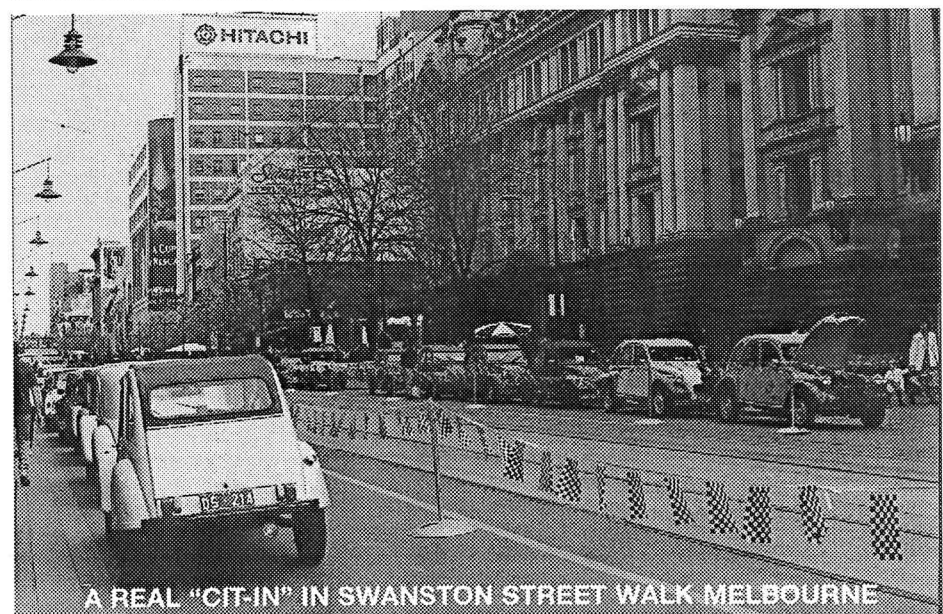
Overall Concours Winner
Sponsored by
Citroën Melbourne
Leigh Mason - Big 15

Arthur Clarke
Most Improved Vehicle
Ted Cross - Big 6

Encouragement Award
Mike Neil - ID19

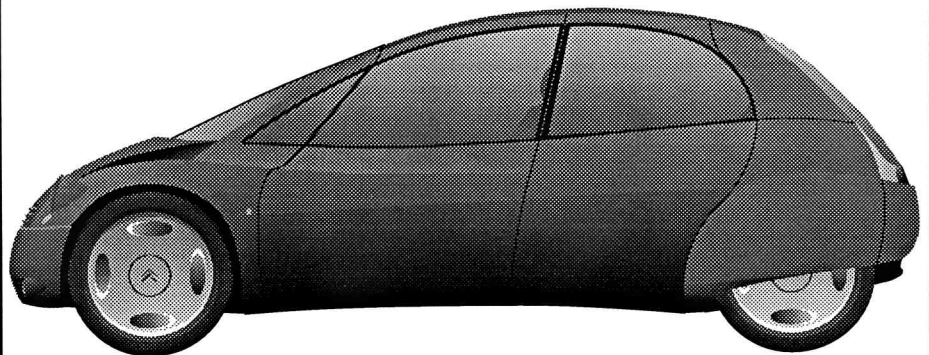


TED CROSS'S BIG 6 IN THE BACKGROUND WITH HIS RECENTLY ACQUIRED 2CV



A REAL "CIT-IN" IN SWANSTON STREET WALK MELBOURNE

DESIGN YOUR IDEAL 2CV



Send in a drawing of what you think the new 2CV should look like and you could **WIN** a 2CV model.

Drawings will be published in the Jan/February edition of Front Drive. So get the whole family involved over the school holidays

Entries close on the 25th of December 1996. Entries should be sent to The Editor, CCOCA P.O. Box 52 Balwyn, Victoria. If you wish your entries to be returned please enclose a stamped self addressed envelope.



Steve Cropley explains how cutting the price by 300 pounds and leaving our luxuries like a cabin light has made a better Citroën 2CV

The most unsettling man I've met in five years was a Citroën Deux Chevaux owner. A tall, gaunt, tweedy gent, he'd had five of the cars in 15 years; he'd known them from the days when they were rare and quite expensive in Britain. But it wasn't the influence of 15 years' Citroëns that made him seem strange - that had put permanent preoccupation into the sad eyes that went eerily well with a bony ski-jump nose and a Vincent Price forehead. In fact, each car had been better than the last.

No, it was what people said about 2CVs that had turned a contented, none-too-busy gentleman into a frenzied reader on every article he could find about two-horse Citroëns, and a writer of furious letters to those who'd published things with which he didn't agree.

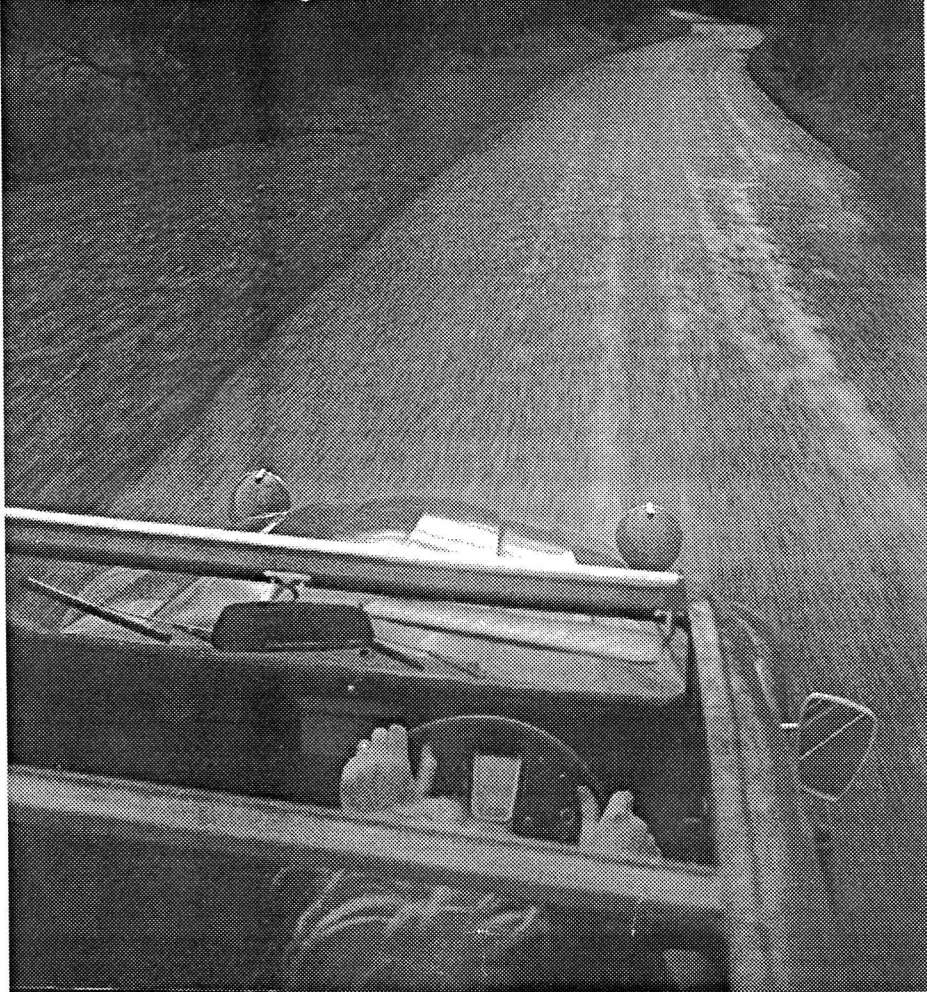
"It's all those clichés I can't stick", I remember him wailing during a gathering at a friend's house. Then he fixed me with an urgent stare: "Do you realise that people like you have credited Deux Chevaux with a mindless quality known as 'Gallic Charm' nearly 400 times?" The voice rose very high at the end of the sentence. "It's such an un-ordinary car, an inspired car; how can you damn it with such...such ordinary description?"

In the case of the new, more spartan Citroën 2CV6 Special, I feel I'm on uncommonly safe ground. It is no cliché to suggest that the Deux Chevaux sold here immediately before the low-priced Special's arrival (at a saving of 300 pounds) were overly sophisticated. The main body of opinion always has it that the cars were paragons of simplicity, suffused with sensible design, practicality, economy - and Gallic charm.

Yet the previous cars - which continue at their high prices - have been too sophisticated. The Special's cost of 2285 pounds has put a truly excellent car into the price category below even that of the worst Iron Curtain creations and the feeblest Fiat 126; into a price class where one might otherwise have to make do with a none-too-good, secondhand Cortina or Marina. In short, a whopping 12 percent reduction has created a new class for good cars, as our accompanying Top Ten story contends this month.

RHYMING *couplet*

Article from Car Magazine February 1982



The cost in practicality and comfort of this price reduction is practically nothing - not more than a tenner's worth of essential equipment. The Citroën 2CV6 Special has no interior light; it needs one - doubtlessly available from the nearest Halford's attached to a goose-neck swivel economies of the 2CV6 Special are all painlessly achieved.

True, there is no ashtray, there is only one sun visor for the driver, the interior door panels are flat instead of moulded, the steering wheel has two spokes instead of the single one Citroëns always have - but none of those things hurts a bit. The instrument layout is different; the speedo dial (incorporating fuel gauge) is now as small as your clenched fist viewed end on, but it is still readable and besides, you can gauge your speed from the engine and exhaust note after the first half hour.

Especially now there's no sound-absorbing rear parcel shelf to interrupt the exhaust.

Amazingly, the cheap car has advantages over the dearer. The biggest and best are its front disc brakes, addenda which go into each of the three models - 2CV6 Special, 2CV6 Club and 2CV6 Charleston. They eliminate the old inboard front drums which the pundits generally agreed were the hardest to maintain and most money-consuming part of the old 2CV's make-up. On top of that, the Special gets back the round headlights of the old days. It's an aesthetic touch, perhaps, but Two Horse enthusiasts have yearned for years for something other than the unsightly square lights that looked as if they would be more at home buried in the grille of an old Humber Sceptre or ahead





of the handle bars of a modern Japanese motorcycle.

But that's still not the end of the plus points. The Special pioneers a new opening hood arrangement which allows the 2CV6 punter to run with only the front half of the roof folded back, leaving an aperture the size of a normal sunroof. Previously, it was necessary to roll the hood right back to the top of the rear glass and expose the whole cabin to the air - something you can still do if you desire. The Special is, in short, more practical, more easily maintained, and safer because it stops better.

Of course, it was that opening hood that began it all for the 2CV. It's hard to imagine that such a sensible car could have been spawned by the '30s Boulanger directive for "an umbrella on wheels" that could "carry a basket of eggs across a ploughed field", or that some of the prototypes were scrapped because the aforementioned Citroën principal could not settle himself comfortably in the driving seat while wearing a hat. Yet it is true.

True also is the fact that when well into the pre-production stage, 2CVs had rope starters like the concrete mixers of the time, and hand operated windscreen

wipers. The wipers, in fact, show the relentless onrush of 2CV sophistication; the hand operation gave way to operation from the speedo drive (one road tester calculated that the system delivered 93 strokes to the mile in top gear) and most recently to single speed electric drive. But there's development left in the car; two-speed wipers are due before the 90's.

The 2CV6 Special is hopeless on motorways; the engine thrums very loudly (far too loudly for the radio, mounted to skin your passenger's shins) and there's something demoralising about having your car so obviously exerting its all and



still being blown away by Minis. Far better to cruise at 65mph, possible on A and B road, and watch the world go by. Takes longer, feels much better.

The Special has a problem with noise, anyway. When you first attain the full 68mph (allowing for speedo error) it occurs to you that there is as much noise reaching you over the back of the seats as from the engine compartment in front. The lack of a rear shelf combined with exhaust-induced resonance of the boot floor that reaches historic proportions over 5000rpm, makes for a din that would drown the most determined of radios. Or verbose passengers. I kept noticing how the radio, set for my 60-65mph cruise, shouted at me whenever I stopped.

It is perfectly true about the terrific roadholding. The body roll is predictably tremendous, of course, but you quickly get used to it. The bite of the spindly tyres through water lying on the road surface gives the car fabulous wet weather grip, too; far more than you'd willingly use. The extent of the body roll is a good rule-of-thumb guide to the percentage of the car's potential grip you're using, but it doesn't do to look down in left bends. The bitumen speeding by beneath you can be unsettling.

The thing that will make you forget the noise or the excesses of the body roll is competition. The 2CV, in one sense, is a great competition car. You soon learn that your machine is a match for older Morris Minors, haphazardly-driven Visa Clubs, laden Dyanes, Mercedes-Benz 200Ds and sub-2.0 litre Ford or Leyland saloons whose exhaust tells you they lack either compression or tune. There are enough of these cars to enable you - should you be inclined - to immerse yourself in a deadly, if slightly slow-motioned battle of cut-and-thrust, slipstreaming and husbanding of momentum. Depend on one thing; you will never pass another healthy 2CV with more than 2.0mph to spare. Owners do not seem to desire slow progress; the inevitable 40-45mpg does not require it.

Citroën Deux Chevaux have never been fast cars. Early in the '50s one of the weeklies discerned that the car, then endowed with two-thirds of today's 602cc engine capacity, and not even half the power, could reach a maximum speed of 41mph, having rocketed from standstill to 30mph in a mere 22.7 sec. The test contained a line about how the

figures didn't indicate just how "useable" the performance was, which is the same disclaimer one still reads behind today's Deux Chevaux vital statistics - 68mph flat out; 0-60 in 33 sec.

Yet it is this sort of "quaint" information which obscures the truth about the horizontal-vibrator Citroëns, and ultimately offends the serious devotees of the model. That, and '60s descriptions of the cars' terrific roadholding and comfort, economy and cabin room have clouded the waters. Any old saloon cruises at 80mph down the motorway these days; four door saloons take four on the trip. It takes a dispassionate tester's trip to discover the 2CV truth.



There is nothing dispassionate about the pleasure you derive from the prospect of a few days in a Citroën 2CV6 Special: it's as interesting and, well, carefree as a Fiat X1/9. But three days in a quick-as-possible trip to the Midlands is instructive.

On the subject of the interior room, your first minutes in the car will not encourage you. The steering wheel, you will notice, reaches the geometrical centre of the dashboard and allows only a couple of inches clearance between the rim and the car's door. Thus you have a cockpit barely more than two steering wheels wide. The big wheel settles quite close in your lap and your left shoulder brushed your passenger. The roof,

however, soars away a foot above your head. In the rear the situation is better; the car is wider there though the knee room doesn't feel generous. It's only after you've been on the road an hour or two that you notice the aptness of the

deckchair seats' design, the lack of complaints (they would need to be shouted at 68mph) from those in the rear. The car is comfortable, in the rear. The car is comfortable.

In summary, the 2CV's on-the-road report card of '82 is surprisingly good. The roadholding, wet or dry, is prodigious. Economy is still impressive though four-cylinder Visas can do as well. Outright performance isn't bad if you're determined. Noise is no less than deafening at maximum speed, manageable at 60mph and below. Rear room compares with many a small saloon; outshines a Fiesta or old Polo. Driving position is comfortable but confined, shoulder room puts the accent on intimacy.

There are two conclusive advantages I haven't come to, which are mentioned by few. One is the car's longevity. The other is its resale value. You will soon notice, should you begin taking an interest in Deux Chevaux, that there is habitually little to tell in body condition between a P-reg and a W-reg car of the same colour. One of Monsieur Boulanger's parameters of the '30s was that the car should be built for a long life. The ideal was upheld when

production began late in the '40s, and it is upheld today. Consequently, 2Cvs depreciate slowly. You can pay as much for a '72 as a '76 if the conditions of the two cars are equal. You can still find an odd '62 - and I don't doubt a '52 in France - in excellent condition.

Buying a very cheap new car is usually a sad, demoralising business. If you do a comprehensive check of the cars that cost 2500 pounds or so, the passing images of lino-like upholstery, black blanks in the dashed where instruments and lighters and glovebox lids should be, orange-peeled expanses of painted tin and rubber mats curling to show carelessly sprayed black gunk can keep you awake at night.

Against ordinary cheap cars you should pit the 2CV6 Special. Its defiant lack of either styling or discernible aerodynamic shape set it immediately apart. It is a zany but sensible choice, a cheap car now which in five years will be as valuable as many a car whose purchase price was half as much again. Or even double. Its qualities are manifold. You might call it Europe's best drop-top saloon. Or cheapest exotic car. Or the car of any year.



ID19 *adventure*

by Mike Neil

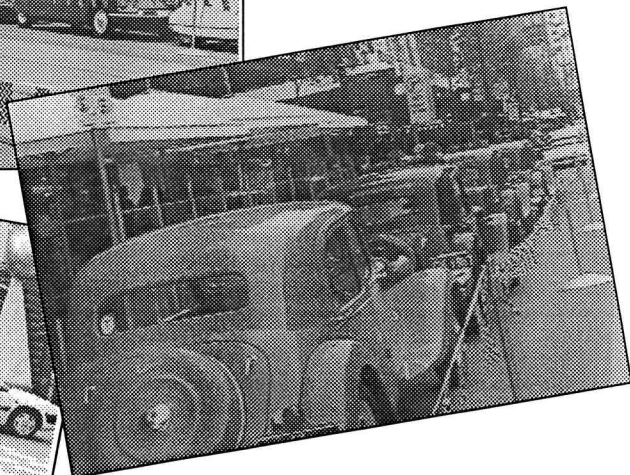
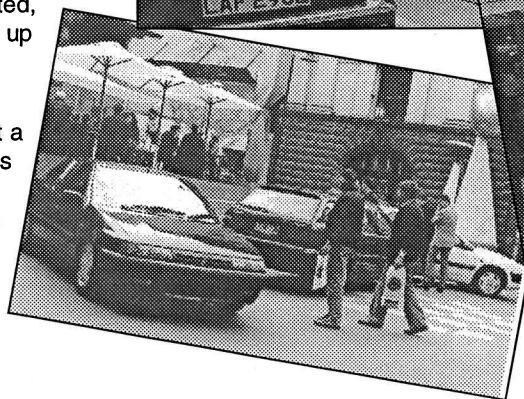
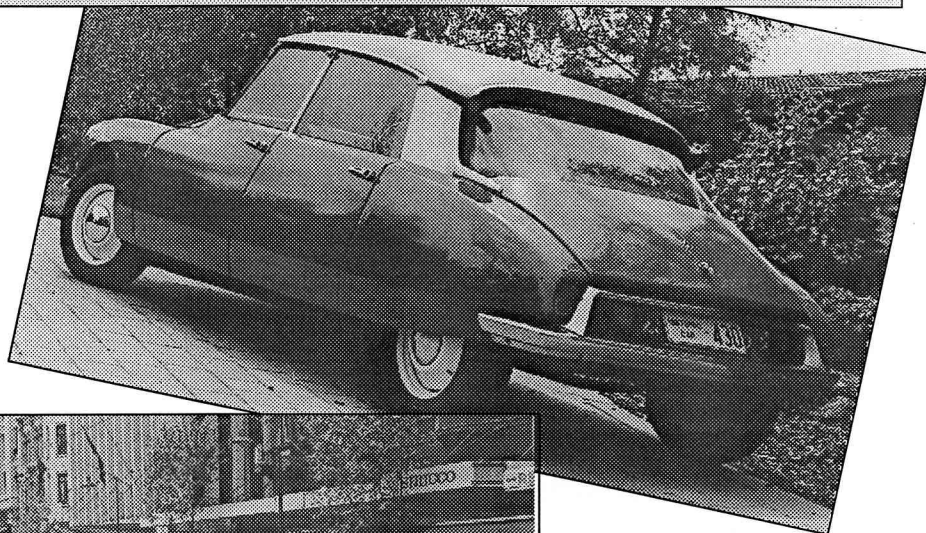
After informing the world in last month's Front Drive of my 'new' 1960 ID19, I'm proud to report it drove us to Melbourne and back to Canberra, increasing my confidence as the trip unfolded. On leaving Canberra, the car had done a few kilometres, not the way I wanted it, but rego hassles and sickness left no time for a swift test run or two. It not only went faultlessly, but won the Encouragement Award as well. I was as happy as a pig in Cit!

We arrived in Canberra at 2.30 on Monday in time to go to work eight hours after leaving Melbourne and not feeling tired. The car used a small amount of oil, no coolant, and no hydraulic fluid; a week later it was still sitting up at normal height!

The tools were required to swap wiper arms, when the driver's wiper bush failed during one of the thunder storms we encountered between Canberra and Albury. I experienced that Citroën security whilst being buffeted by a storm, similar to what Renault 16TS drivers feel, of course! A check over before heading back revealed the car was in good shape but for an adjustment to the timing, which improved power up hills and kept the temp down. We weren't prepared for a flat at 6am the morning we left, however.

Although it was a rush to get to the Concours, with a temporary coat of paint and the roof looking like a porcupine, the car serves as a useable classic and I'm more endeared to these remarkable cars than ever. - I need to have a chat with Judy! My comments on the Concours are that it was an essential P.R. opportunity to help sustain public awareness of Citroën and if only one car is saved by an onlookers memory being prompted, then it will have been worth giving up the picnic.

All members should strive to attend this event, with or without a car, in the interest of the marque's longevity!!! With these stirring words, I'll say au revoir; see you in Renmark then in Canberra.



CCOCA *Library*

Listed below is the full list of books available for members to borrow from the club library. Many Club magazines from around the world are also available. At each meeting the club Librarian brings a selection of books including the latest acquisitions and recently received magazines. Books may be borrowed any time by contacting the Librarian to arrange delivery

Citroën

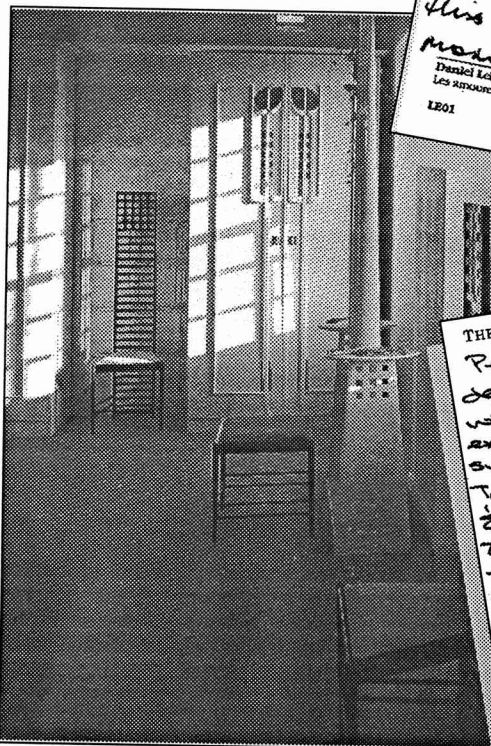
Toutes les Citroëns (Bellu)
 Citroën (Broad)
 4eme Rallye ICCR
 5eme Rallye ICCR
 6th ICCR (Knebworth)
 Les Prestigieuses (Sabate)
 Why Citroën ?
 Auto Quarterly (Jordan)
 L'Album DS
 Cheverons de Gloire
 SM (Daniels)
 Citroën (Thorpe)
 "Citroën (Auto Hist , DuMont)"
 Genealogie
 SM (Citroën)
 Sm Citroën (auto archive 26)
 DS (auto archive) 13
 DS en comp. (auto archive 18)
 "RTA A, B2, B12, 5CV"
 RTA B14
 "RTA C4, C6, Rosalie"
 Restoration (Wallage)
 Dulux index
 Dulux L/L
 Loctite
 Retrim
 Woodgraining
 Citroën DS & ID (Brooklands)
 Le Grand Livre 'tous les modeles' (de serres)
 Citroën SM (Brooklands)
 Ami 8 (Russek)
 Rosalie (Auto Archives)
 Les Auto Chenilles Citroën
 Citroën XM (Martinez)
 The British Citroën (Bobbitt)
 Dumont 1
 Dumont 2
 Le Grand Livre (deSerres)
 L'Album Traction-avant
 La Traction (Borge)

Citroën Traction-avant (1934-1957) (Brooklands)

RTA Traction
 Auto Archives 3
 Auto Archives 5
 En Avant
 Les Fabuleuses (Sabates)
 Les Traction-avants (Puiboube)
 Traction-avant Citroën (Profile)
 Traction-avant Gold portfolio (Brooklands)
 22 V'la Les Traction (Sabates)
 La 2CV (Borge)
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 Life & Times 2CV
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 Au Long Cours
 Raid Maroc
 The Ugly Duckling
 Travels with a 2CV
 Maintenance Handbook (Citroën twins)
 2CV Auto Archive 20 (Sabates)
 Citroën 2CV (Brooklands)
 Citroën GS (Russek)
 Citroën 2CV (Jacobs)
 Frisemouche (Sabates)
 Citroën 2CV (Schiffer)
 Traction-Avant 1934-57 (Taylor)
 Citroën 2CV Gold Portfolio (Brooklands)
 The Citroën (Jonathon Wood)
 DS The Family Album (Sparrow)
 DS The Grand Livre (de Serres)
 2CV The Family Album (Sparrow)
 Citroën DS (Osprey Classic)
 Moi Citroën (Sabates)



members *right*



Hello Peter Bonjour
Spotted this card and
newspaper to send it to
Having a great time
You collected our car last
week (Citroën Saxo) very
small, o.k. but not a real
Citroën also found a
couple of tractions which
Driving is interesting else
again here "très formidable"
we are off to the country
this week should be a bit
more relaxing than
Cher Louis
Rob + Sam

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PAR
AWON

Mr Peter Fitzgerald
297 Moray St
South Melbourne
Victoria 3205
Australie

020 000

PRIORITAIRE

THE HILL HOUSE, HELENSBURGH. 18.8.96

Peter - The Hill House was
designed by C2 Mackintosh
who is the subject of a major
exhibition in Glasgow this
summer - hence my visit.
Today I went to Hill House
& the SA Gallery which houses
a small permanent car
exhibition. On Monday I go
to the major display & take in
a few other buildings in
town.
The weather is great & I'm
enjoying the visit, despite the
£40 entrance & the non-riding
speedo temporary, I hope.
Driving north with the roof
down was tops 2nd GT wood
gives a party of "get-up",
go! LEISH

Ladderback chair in wardrobe alcove.

Printed by M&M Press Ltd.,
Glasgow, Scotland.

P. Fitzgerald
297 MORAY ST
SOUTH MELBOURNE
VIC. 3205
AUSTRALIA

Dear Peter,

We were overwhelmed by the response to our Advert in the last Front Drive asking for Big 6 bits to repair our accident damaged car. A big thank you to all our friends who offered parts.

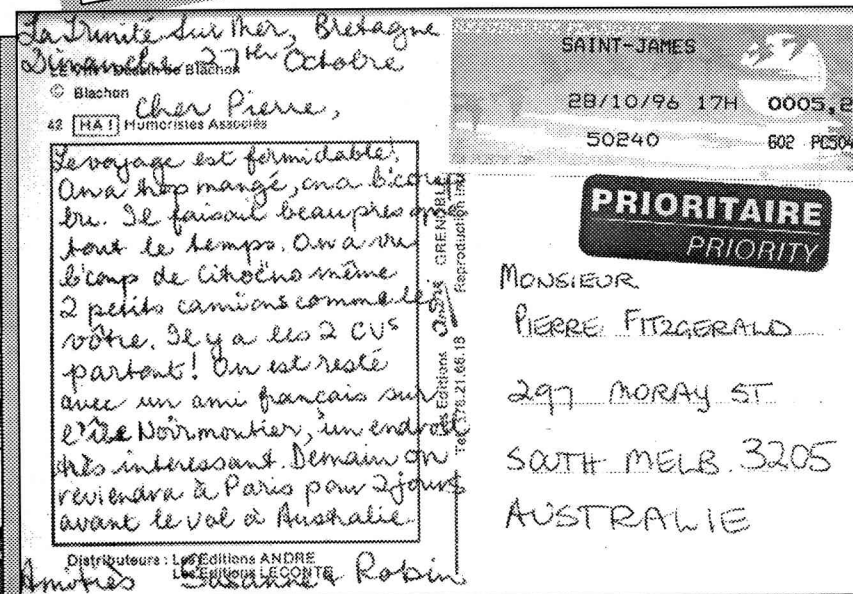
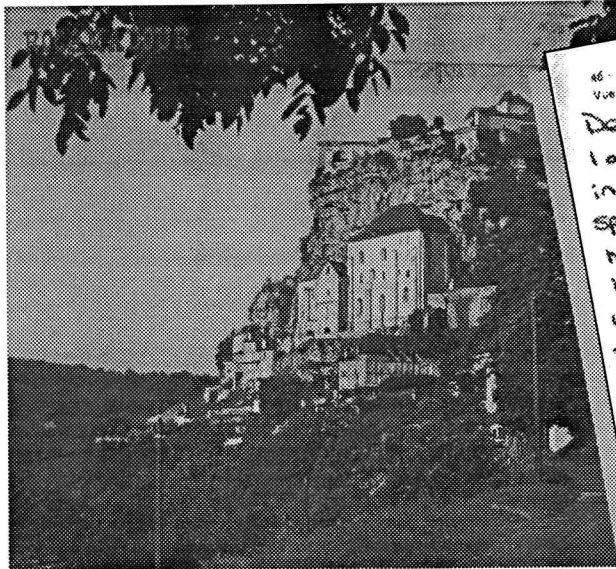
We are very happy to report that we have now all the parts required to get back on the road and work is proceeding slowly, but surely now that Sun Alliance has come through, now we have "The money in the Box" The car is now back

on its wheels having been "straightened up and is ready for the mechanicals to be refitted after I rebuild the engine. We are aiming for completion before Easter (Renmark) next year.

We thought the Concours was a great event Peter and thanks for another fantastic magazine.

Regards Mel and Colleen Carey





For those who need a translation as Sue Smith was darling enough to write the postcard in French. (I think that French air has turned her a bit funny.) Here'tis.

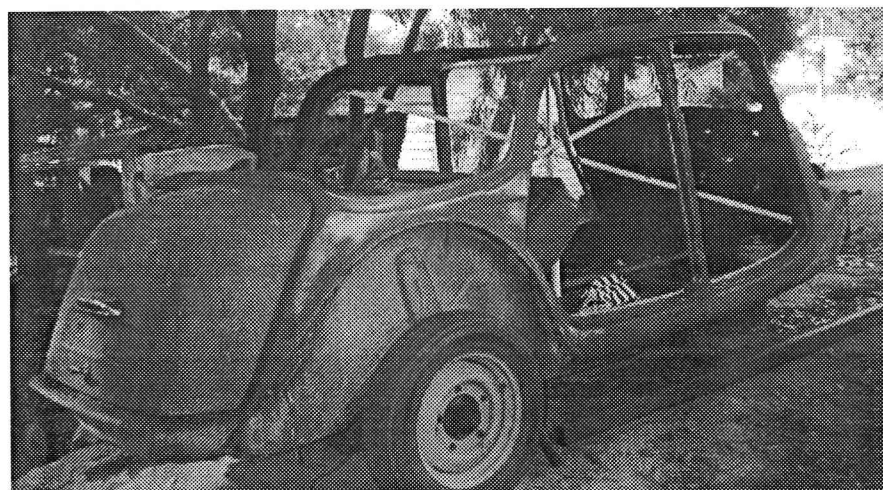
La Trinité sur Mer, Bretagne, Sunday 27th October.

Dear Peter

The trip has been formitable. We have eaten too well, and drunk alot. The weather has been terrific all the time. We have seen alot of Citroëns similar to the 2 little vans like yours. There are a lot of 2CVs everywhere! We are staying with a French friend on l'île Noirmoutier. Which is a very interesting place. Tomorrow we return to Paris for 2 days before the flight to Australia.

Greetings Susanne and Robin

A member sent in this interesting shot of an interesting vehicle being rebuilt in Australia. I obviously won't be ready for Renmark or Canberra but I am sure we will see it at a CCOCA event in the not too distant future. Looking forward to it.



CCOCAclassifieds

CARS FOR SALE

1950 LIGHT 15 Running Order with ID19 motor, gearbox and Austrin 1800 driveshafts. Trim good, body needs work. Some spares. \$4,000 Andrew Begelhole 05 562 8169

CITROËN DS 21 EFI model, manual gearbox, top condition Tom Jeffrey AH 057 976 273. Reasonable offers.

CITROËN DS21 for restoration EFI Semi auto. Gold/Brown leather interior, complete, running but unregistered. \$1,100 Rod Greschke (06) 288 2742

CITROËN CX 2200 1977 Pallas Tom Jeffrey AH 057 976 273. Reasonable offers.

CITROËN CX 2200 Super Tom Jeffrey AH 057 976 273. Reasonable offers

CITROËN DS21 Pallas For wrecking Tom Jeffrey AH 057 976 273 Reasonable offers.

AKS 400 VAN 80,000kms. Professional converted to RHD and disc brakes \$10,775 Alan Brown Phone/fax (09) 497 8495

GS CLUB 1974 Body and motor OK, some gear shift problem James Payne (03) 9589 5954

RAID CARS FOR SALE

1966 2CV White, RHD, overhauled, SA reg, 90,000km on motor, \$8500 Michael Mohr (Germany) c/- Greg Bracegirdle (09) 291 7415.

1977 2CV Red special, RHD, discs, 1982 features, original and reliable, 76,000 miles \$9,000 neg. Steve Hill (UK) C/- Greg Bracegirdle (09) 291 7415.

1978 2CV Red RHD, roll cage, 6 wheels incl. 2 new mud/snow tyres, some 1990 features. Kathryn Doddington (UK) c/- Ralph Hibble (09) 459 1636 (P.O.A)

PRE 1972 2CV, violet, RHD (Portuguese body), fully strengthened, then overhauled after the raid, \$18,000. Christian Komaniecki 3331 45 95 4697 (France)

1970 2CV6 SPECIAL (1984 features) RHD. cream, 54,000 miles, full service history, new roof \$8,000 neg. Sam and Nigel Woodford (UK) C/- Ian Gamble (06) 236 9303

NON RAID CARS FROM RAIDERS

1976 AK 250 2CV VAN, beige, LHD with all parts for RHD conversion, 42,000 km only, one owner, exceptional, \$13,250 Alan Brown (09) 497 8495

1977GS PALLAS 1220, 70,000 miles, white, engine very good. Kees Brinkhorst (Holland) C/- Dave Noke (07) 3865 5005 \$1,600 Qld reg.

1983 2CV6 BEACHCOMBER, RHD original, rust free, immaculate inside and out, 52,000 miles, \$15,750. Alan Brown (09) 497 8495

1987 2CV6 DOLLY, blue/cream, original, immaculate, \$14,750. Alan Brown (09) 497 8495

2CV RHD azure blue, restored, immaculate, soft top, low miles, "The best in Perth" \$13,000 ono. Ralph Hibble (09) 459 1636

1989 2CV CHARLESTON, Red/ black, RHD, new chassis, modest miles, sound, original paint and decals, will reg. Vic., \$14,000 Peta Carter (03) 9580 5353

1975 AKS 2CV VAN, rouge delage, fully restored, Raid strengthened, many bits, RHD, SA reg, features in last issue of Front Drive \$10,500 Chris Bennet (08) 293 2619

1980 DYANE, yellow, RHD, new paint/roof/pistons/sleeves. WA reg., \$9000 ono Stewart Pekin (09) 4516433

GS X 2 for parts etc, David Gries (03) 9890 3266

2CVs x 2, GS x 1 Details from Peter Scholz (02) 415 6125

NOTE:- The 1961 2CV Sahara 4x4 revuild, RHD, light green, twin 650cc Visa motors, prepared and used in Raid Oz '96 by Rene Goedel (Holland), has been sold. However, similar cars are available on request from Rene C/- Dave Noke (07) 3865 5005

CARS WANTED

CITROËN DS 21 or similar in good condition Call John Hamilton 0362 503 230 (Tasmania).

PARTS FOR SALE

PARTS FOR LIGHT 15 1949 (English) Fuel gauge, amp gauge, wood dash, wood door garnish moulds, many odds and ends. New 185 x 400 Michelin. Complete front and rear bumpers - could be French? Ken Churchman (09) 295 2569

MANY PARTS available from three dismantles 2CVs, Dyane chassis and Ami 8 chassis. Two DS bonnets and two sets chrome GS Pallas wheel trims (also suit DS Pallas). Alan Brown Phone/fax (09) 497 8495

MANY PARTS 2CV master cylinder and four wheel cylinders (drum brakes, new in box \$185. Parts for CX: five alloy wheels \$250, 5 speed gearbox and starter motor of OHC (Douvryn) engine, \$500, clutch kit for 4 speed CX, new in box, \$150 Les Farrar (09) 430 5274 AH, Fax (09) 319 1140

LIGHT 15 2x second hand 2nd gears Excellent Condition \$250 each Phone/Fax Dave Noke (07) 3865 5005

PARTS WANTED

VINTAGE CITROËN parts and literature. Also headlight for 11BL (French Light 15). Will swap Light 15 bits or buy. Neil Rankine (056 721185

LIGHT 15 GEARBOX Les Farrar Tel. 09430 5274 AH Fax (09) 319 1140

RADIATOR GRILLE for Tracton Big 15 and gearbox rebuild issues of Front Drive Richard Bevan Tel (03) 9578 9814

EARLY 2CV parts wanted to complete restoration.

Slough built bonnet emblem
Semaphore indicators
Ripple bonnet
Early model front guards
Grill surround
Head gaskets
Window wiper unit (speedo operated)
Front over riders
Front bumper blade for 50's
Internal light unit 50's Slough
Muffler for 375cc or 425cc
Driver and passenger lower window frames for 50's
Contact Gayle Trask 55 Mathesons Road, Christchurch, New Zealand.
Phone 0011 64 3 366 9888



talkingtechnical

SPARE PARTS OFFICER - MEL CAREY

I am sure we are all looking forward to receiving the next shipment of parts (see separate list). The back-order pile has been steadily growing and as a result lots of these parts are already spoken for, so I will be placing another major order for parts almost immediately. This will include all the fast moving bits plus the odd "jewel" or two which we will feature in future magazines as they become available.

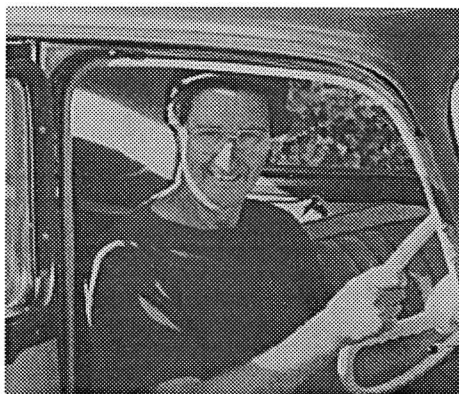
2CV parts have been moving from the stock, so if you have any interest in previously listed parts, please don't wait, as most of these parts in stock are very difficult to replace.

Thank you to all those parts recipients who have sent cheques back so promptly, It is much appreciated.

Spare Fund members enjoy 10% off all parts, so it is a good investment as well as helping your Club increase its parts availability and range .

Enjoy your Citroën Motoring

Mel



TRACTION PARTS ARRIVING THIS MONTH

<u>Radiator top hose</u>	<u>Engine side mounting pads</u>
<u>Radiator bottom hose</u>	<u>Steering rack pin rubbers</u>
<u>Carburettor gaskets</u>	<u>panhard rod cones/bush</u>
<u>Track rod end dust caps</u>	<u>Steering rack gaiter</u>
<u>Gearbox mounting boss</u>	<u>Citroen boot badge</u>
<u>Triangular door rubbers</u>	<u>Floating power grille wings</u>
<u>Scuttle vent seals</u>	<u>10 x 31 crown wheel and pinion sets</u>
<u>Radiator mount bushes</u>	<u>Reconditioned driveshafts for Light 15</u>
<u>Big boot bottom seals</u>	<u>Reconditioned driveshafts for Big 15</u>
<u>Petrol filler pipe grommet - small boot</u>	<u>Lower arm bump stops</u>
<u>Petrol filler pipe grommet - big boot</u>	<u>Bonnet Grommets</u>
<u>Clips for big boot bottom seal</u>	<u>Mudflaps</u>
<u>Rear view mirror door mounted</u>	<u>inner hub nut spanner</u>
<u>Door kick strip (shaped)</u>	<u>Light 15 engine gaskets</u>
<u>Door kick strip (straight)</u>	<u>head gasket sets</u>
<u>Windscreen wiper grommets (small boot)</u>	<u>sump gasket</u>
<u>Winscreen wiper grommets (big boot)</u>	<u>water pump</u>
<u>Door handle base rubbers</u>	<u>timing cover</u>
<u>Front hub swivel gaiters</u>	<u>oil pump set</u>
<u>Bottom ball joint adjusters</u>	<u>hot spot</u>
<u>Track rod end kits</u>	<u>fuel pump</u>
<u>Re-rubber rear engine mounts</u>	<u>breather</u>
<u>Stainless steel nuts</u>	
<u>Water pump seals</u>	
<u>Gearbox output flange oil seals</u>	
<u>Big 6 cylinder head gasket</u>	
<u>Big 6 engine gasket set</u>	
<u>Front cradle plugs</u>	

Note: Rear engine mounts for LI5 are on a changeover basis. a \$25 deposit (plus cost of mount) at initial purchase if old mount not available.

An order has been placed for the casting of 11BL bumper bar over riders and crank handle hole covers for Light 15 11BL

SPARE PARTS FUND

The spare parts fund is to be re-established. Members will receive a 10% discount on parts purchased through CCOCA spare parts with a new member fee of \$50.

This has been established to provide a short term cash injection that will give this club the ability to purchase larger quantities of parts and therefore reducing the overall cost. Thus benefiting all members plus an additional bonus for parts fund members.

Just sit down and calculate how much you spend on parts for your Citroëns per year, subtract 10% and see the savings. And this membership is a one off fee and you are a member for the life of your membership.

Members who have previously paid to be part of a CCOCA parts scheme will get the benefits automatically.

Current members are:

J. Couche	P. Simmenauer
M. Neil	G. Carson
R. Brundle	M. Carey
B. Grant	R. Little
G. Propsting	A. Begelhole
A. Protos	D. Moore
W. Burkhardt	
F. Kidd	
D. Crossman	
C. Bennet	



SPECIAL TOOLS FOR HIRE

Special Tools are available to members only for rent. These will enable you to replace wheel bearings, driveshafts etc.

They include:

- Puller for Front Brake Drum
- Puller for Outer Wheel Bearing
- Socket for Inner Hub Nut
- Extractor for Top Ball Joint
- Bottom Ball Joint Puller
- Mandrel for Rectification of Brake Drum

LAST *bit* CITROËN SM NO ORDINARY CAR

(From the Canberra Times and written by Compton Pauncefoot)

The friend who gave me the Automobilia Trivia-by-the-Week calendar for Christmas showed fine taste. It is packed full of...well...trivia.

Such as the information on an August page of a poll taken in 1992 of motoring writers around the world, seeking their ideas of the 20 most significant cars made during the previous 40 years. The assembled lists showed the Audi Quattro was third, the Porsche as second, and in top place a Citroën. Not as 2CV, as you might have expected, and I could have understood, but the 1955 Citroën DS19.

The "ordinary DS/ID series Citroëns inspired considerable admiration, and consternation, with their specification which seemed just as advanced when they went out of production in 1975 as they were at first, 20 years before. Principally the self-levelling suspension. It is reported this suspension so excited the interest of a New York automobile enthusiast, that when he sighted his first one he rushed up and crawled underneath to examine it. He was trapped as the vehicle lowered itself when the ignition was turned off.

Complicated as the DS was, it was as a Morris Minor to an MGA Twin Cam when compared with the SM. The SM was introduced by Citroën 15 years after the DS emerged, and used similar self-levelling suspension. Nothing much else was similar, including the space-age body which was somewhat longer than the DS at 4.9m...quite a lot for a 2 door vehicle. It was also heavier.

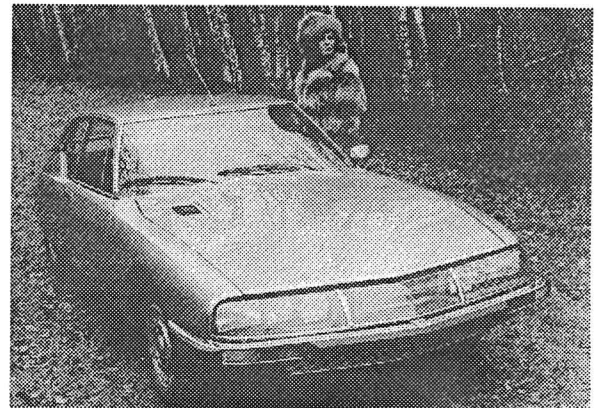
Both had front wheel drive, but while the DS used a very conventional four cylinder engine, the SM had a V-6, which was actually a Maserati V-8 with two pots removed. Much light alloy was used in the SM engine with double overhead camshafts and at first three carburettors. Later fuel-injection was used, which increased the power of the 2.7 litre engine by eight bhp, to a very respectable 178bhp.

The complex suspension and engine were only the start. Other delights included:

Variable ratio steering through rack and pinion, with a high rate of assistance for parking and practically no interference in a straight line, which took new drivers some time to get used to. Five speed all synchromesh gearbox.

Six headlights behind the remarkable full-width clear front. Power brakes, with discs all round, which, being super sharp, also took some getting used to.

The SM was the fastest front wheel drive car in the world in 1970, capable of well over 200km/h and reaching 100km/h from standstill in less than 10 seconds. And it has been claimed it was the most advanced car sold to the public at the time, and for some time later.



In 1997 Front Drive will feature the SM, so if you have anything to send in, or perhaps some personal stories about your experiences with SM's we would appreciate your input.





Citroën

CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.