

FRONT DRIVE

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

VOL. 21 ISSUE 1

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**BIJOU
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GS**

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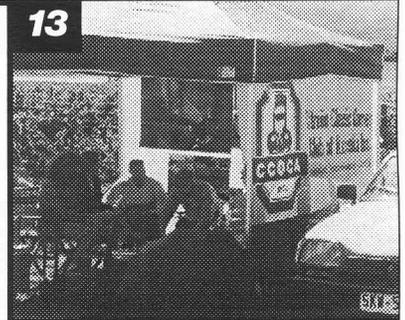
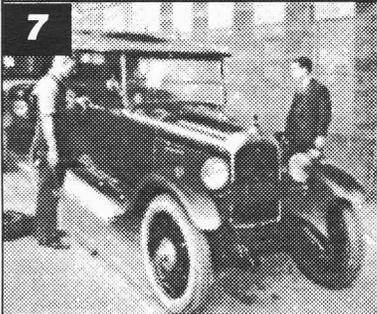
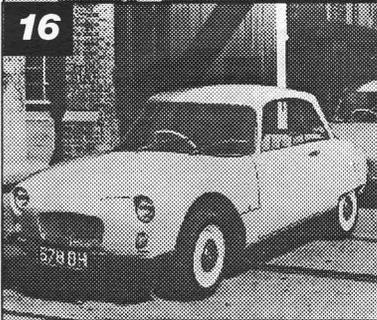
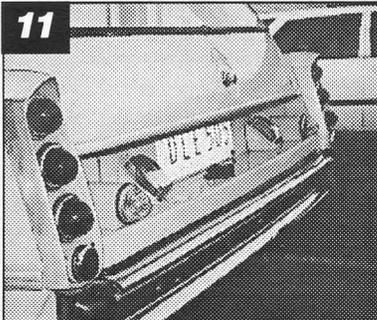
NATIONAL CONCOURS

**NATIONAL CITROËN
RALLY**



FRONT DRIVE

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Every fourth Wednesday of the month, except December.

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

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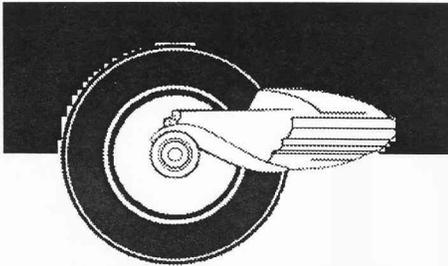
Our e-mail address is ttp@tmx.com.au

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

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from the desk

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Welcome to my first go as Editor of 'Front Drive', I hope I can follow adequately in the footsteps of previous editors and ensure that over the coming year we are able to publish a range of articles that will guarantee members a good read at least every two months.

In this edition, for I believe the first time, the minutes of the Annual General Meeting and the associated financial statements are published. This means that should there be any queries from members regarding either the meeting, or the minutes, they can be raised now whilst everything is fresh in the memory.

On a lighter note the theme of this magazine is British built Citroëns. Whilst I

am sure everybody knows about the Citroën factory at Slough I thought we could look a little closer at their output.

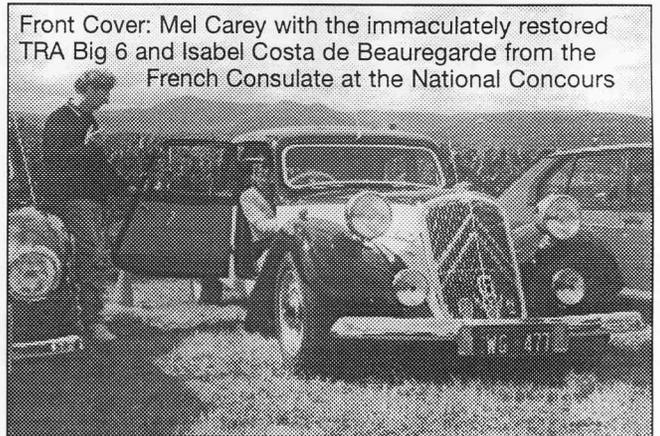
So, look for mentions of Tractions, D-series and A-series cars, but also a little known privately undertaken conversion based on G-series and my personal favourite, the Bijou [Rumour has it that Club member, Larry O'Carroll was involved in some way in the development of the Bijou, so maybe he can be persuaded to put pen to paper?] I am sure you will agree there is something for everyone in the magazine.

Lastly and most importantly, we are always on the look out for articles by members. These will happen in either of two ways: I will contact you and attempt to brow-beat you into putting pen to paper for a particular feature or you can take things into your own hands and write something for us.

Good reading and good driving.

Leigh F Miles - Editor.

Front Cover: Mel Carey with the immaculately restored TRA Big 6 and Isabel Costa de Beauregarde from the French Consulate at the National Concours



prez sez

Well here we are at the start of another year of CCOCA.

I would like to welcome all the new blood on the Committee this year but I can't...with one exception - Mike Neil from Canberra - welcome Mike. Apart from Mike, it is a slight re-shuffle of last year's Committee.

For those who could not make it to the AGM this year, you will notice we are missing someone in the Activities position. Some people have put up their hands to run a few events BUT WE NEED MORE.

The rest of the Committee are kept very busy with their own position's work load. I feel it is unfair to expect that they also take on another role...remember we are all volunteers.

Our regular people should consider running just one event per year. It might be as simple as booking a restaurant and confirming numbers, or planning a day run.

I would also like to encourage our members right across Australia to think about organising an event in your region. It might be something as easy as

organising a BBQ in your own backyard. Give it some thought, let us know what sort of event you would like to run and we will promote it through the Magazine.

A large number of our members travel and if something is on in a region they are travelling through they can add to the happy throng. Also, if you know of any interesting events in your area please let us know for the same reasons.

Leigh has done a great job with his first Magazine in his new position as Editor. One could not help noticing that it is 50% larger than anything we have published before. (In fact something like 17,000 words.) CCOCA's Front Drive is certainly not one of those Club mags that you can read from cover to cover in 5 minutes in your little library built for one in the smallest room of the house.

Sue Bryant returns to the Committee as Secretary; much to all our relief - she really does as sensational job.

Ted Cross is back totting up the figures as Treasurer. We really appreciate your efforts Ted, especially taking into account your work load in your real daytime job.

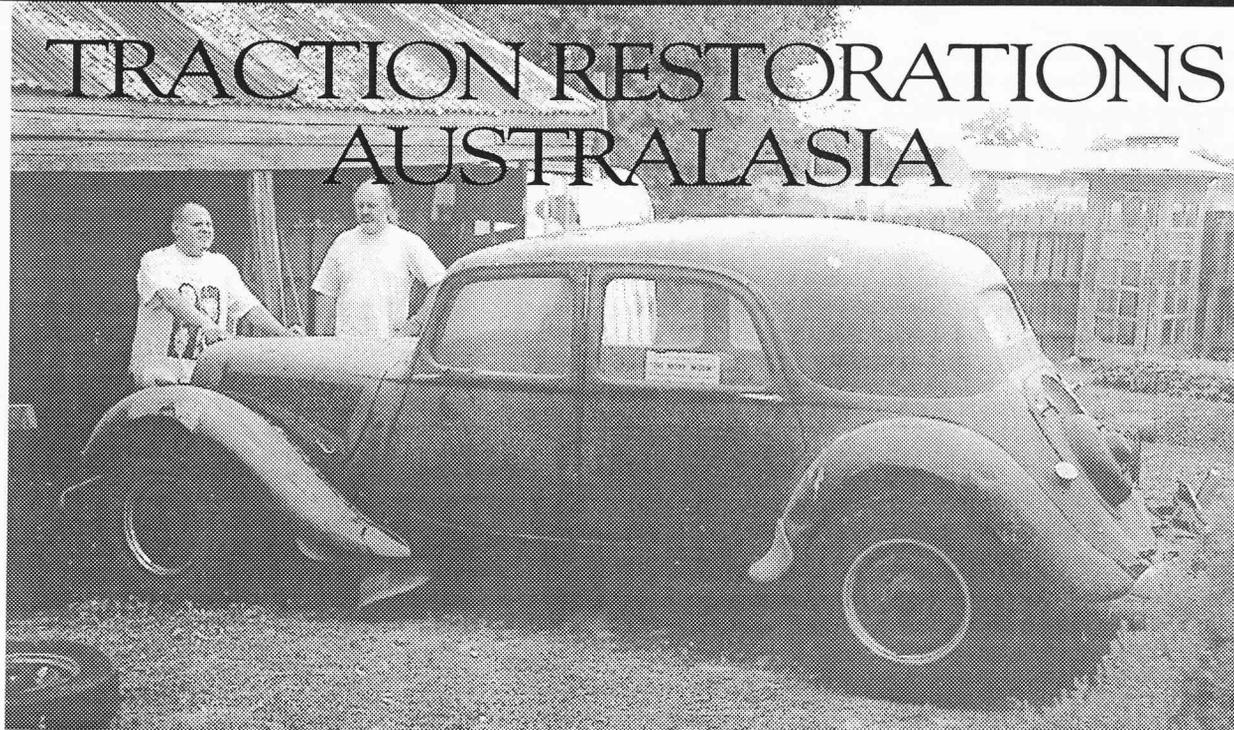
And Mel the Magical Citroën Wiz is heading up Spare Parts with plans afoot to do miraculous things.

For me, hey I'm President! It is a great honour to hold that position. Especially to be blessed with a great Committee.

In case you might have missed it, I am as passionate about this Club as I am about Citroëns themselves. I was one of the original members and was a member of the Traction Register (The forefather of CCOCA). I joined at the tender age of 15, when I bought my 1950 Normale. As I am now 38 that's 23 years. (Whoops I just admitted my true age...bugger!) I have also been on the Committee in total for 13 years of that - but never President.

Please read the President's Report from the Easter Rally by Rolf Breyer, towards the back of the magazine. There are some thoughts and sentiments which I, and many of us passionately endorse. We MUST put aside any barriers between Clubs for the long term good of the Marque!

Keep the faith,
Peter Fitzgerald - CCOCA President



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Big 6 after was pushed out of the garage It has been stored for 30 years Now under restoration.

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a-tractions

MAY

SUNDAY MAY 25th

Day trip to the 21st Historic Winton Race meeting. Winton Motor Raceway, Benalla, Victoria. BYO picnic lunch or BBQ lunch (you will need to bring a portable BBQ). A fun day where you get to see some rare pieces of machinery like Bugattis used in anger on the track. The spectator area is worth the visit alone. with some lovely pieces of machinery.

Meet in the Car Park of K Mart on the corner of the Hume Hwy and Mahoneys Road Campbellfield Melways Map 7, G10. We will be leaving at 9.15 sharp. Please phone if you intend to come so you will not be left behind.

WEDNESDAY MAY 28th

General Meeting - Canterbury Sports Ground.

FRIDAY 30TH & SATURDAY 31st

1997 Spectacular Swap Meet and Autojumble run by the Vintage Drivers Club at the Royal Melbourne Showgrounds, Epsom Road, Ascot Vale. Times - Friday 5pm - 11pm and Saturday 8am - 4pm.

JUNE

JUNE 6,7,8 & 9TH

(QUEENS BIRTHDAY WEEKEND)

Austraction Rally - Canberra. Incorporating Annual 1996/97 CCOCA Awards.

If you have not sent in you booking form this is you last chance as bookings are about to close.

If you have booked your accommodation and have not sent you booking form to us, the Club does not know you are coming and you will not be catered for for meals etc.

SUNDAY JUNE 8th

Motorcade '97 - Hosted by the Illawarra Motoring Museum at Wollongong, NSW. This one day event cover around 70 kms through scenic countryside. Enquiries Wendy Muddell (042) 28 7048.

WEDNESDAY JUNE 25th

General Meeting - Canterbury Sports Ground.

SUNDAY JUNE 29th

Winter Warmer Run through the Dandenongs that includes a visit to a private collection of motoring memorabilia which includes the fascinating Australian-built Chamberlain racing car.

JULY

SATURDAY JULY 12 th

Annual Bastille Dinner at Café de France, 336 Burwood Road, Hawthorn. Bookings close 5th July for further details contact Peter Fitzgerald.

WEDNESDAY JULY 23rd

General Meeting - Canterbury Sports Ground.

OCT/NOV

FRIDAY 31ST OCTOBER - 5TH NOVEMBER

1997 Three Peaks Rallye - 4 days 3 mountains. This Monte Carlo Style Rallye is held in the stunning area of Bright, Beechworth, Falls Creek and Mt. Beauty with over 11 competition sections.

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

PAST EVENTS

ANNUAL GENERAL MEETING.

It must have been one of the best attended Annual General Meetings to which I have ever been! I must say, attendance has been on the increase over the last few years, but it was very pleasing to be sure of having a quorum without the need for a head

count. I will not go into the details of the AGM part of the evening as a report of that appears elsewhere in 'Front Drive'.

The very good bits of the evening came after the AGM closed. We were very fortunate to have two guest speakers, from overseas, present and keen to talk to us. The first was David Conway, from Citroën Car Club [UK] and Citroën Amicale. Citroën

Amicale is a collection of the Citroën Clubs, worldwide, which, amongst other things, collates the activities of all the Clubs. This means that wherever you may be in the world, we will be able to provide you with a listing of Citroën Club activities in the locale. It would appear that David was unaware of the existence of CCOCA and so had not made contact on behalf of



Citroën Amicale. This oversight has been remedied and we will be on his mailing list, shortly.

David's other interests include selling model cars and the fledgling Citroën magazine, 'Citropolis', being produced by Fabian Sabates. He will be forwarding information regarding subscriptions to us, both for the Club and the interest of all members.

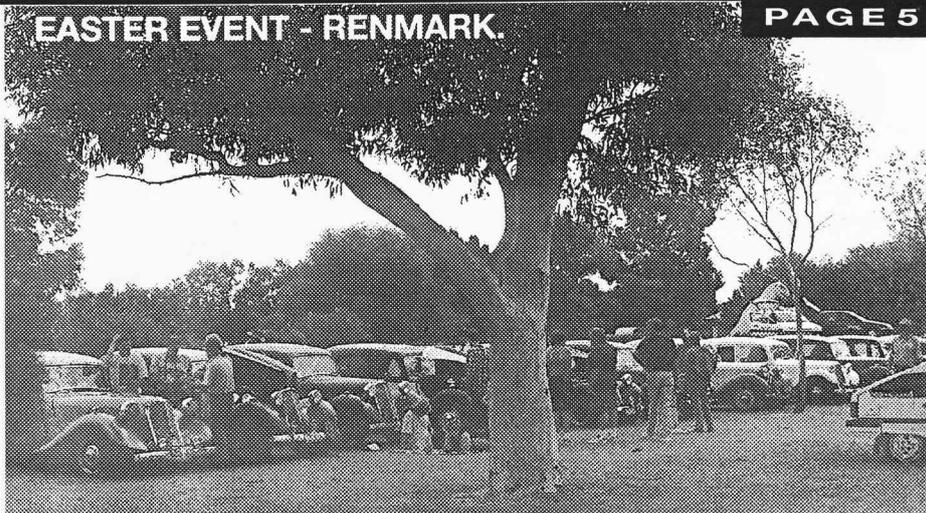
The other speaker was Alan Brown. Alan is English by birth, Australian by adoption, French by residence and lives in the tiny village of Les Robinniers, in France. [We have adopted him, I do not know whether has adopted us.] Alan has been in Australia, with his family for almost a year. Finally, he was persuaded to leave Western Australia and we were fortunate enough to have him speak at the AGM. The main thrust of his fascinating illustrated lecture was the effect on the population of older [rather than truly old] cars in France as a result of two buy-back schemes instituted by the Government.

In simple terms, these schemes made it financially worth while for the owners of many adequate cars from the 1960s, and later, to sell them for scrap. Rather than keep their Peugeot 205, Renault SuperCinq, Citroën Visa, GS or 2CV owners could trade-up to a new Renault Twingo or Citroën AX for very little outlay. A number of results accrue from this. Firstly there is a clear shortage of inexpensive secondhand cars but secondly, and what is more important for the car-lovers amongst us, there is a lack of cars to provide parts or future restoration projects. I am sure I hear you cry, "Who wants to restore a Peugeot 205?", and may be right. Four years ago the same thing was being said in the United Kingdom about Gs. Today they are sought-after restoration projects. Indeed, in the latest edition of, I think 'Classic and Sportscar', it noted that too many GS and GSAs had gone from the road and it was time the remaining cars were cherished! [Local GS/GSA owners take note.]

The up-side of the demise of so many cars is that the quality of the models in question that are on the road is very high. Given the owner has decided not to take the money and run, they are clearly willing to put the money into the vehicle to ensure it is well maintained.

As an aside, it appears that the Italian Government is planning to a similar scheme to the now defunct French scheme. This will result in masses of Fiat 128s and Alfa Suds disappearing.

Thankyou to all the members that were present on the evening and to David and Alan for giving us their valuable holiday time.



I travelled to Renmark with Sue Bryant, in her BX Estate [very two kids and a Labrador, that car] in convoy with Mel and Colleen Carey in the TRA-restored Big 6. We rolled into Mildura for lunch on Good Friday, at the Grand Hotel. There, we joined the usual pack of reprobates. You know, all those Queenslanders, including CCOCA members Brian, Ester and Nathan Wade, and a few Melbourne-based members. Robin and Sue Smith and Bill Graham and Natasha were also there, although Bill and Natasha did not stay for lunch. Typically, lunch turned into a fairly rowdy affair and I think the Hotelier may have pleased to see us go.

Registration at the Renmark Hotel was Friday afternoon. We had booked into the Renmark Golf and Country Club, a few kilometres out of town. This assured us of good sleeping conditions, well away from all those noisy Car Club type people. [I know that sounds like the pot calling the kettle black, but I must have quietened down over the years.] The first event on the Calender was supper on Friday night. We decided that traditionally, supper has been a variable event, ranging from biscuits and cheese to significant food. We ate Chinese, early, and then rolled into the Renmark Hotel. We were too late for supper, but in time to see the 'left overs'. Supper had been a substantial meal, one that should not have been missed. All the same, we all had the chance to catch up with everybody and chatted until late.

Saturday morning was the traditional drive through town and line-up for photographic purposes. Whilst the organisers had hoped to have us drive in model groups, there was no way this group of independent minded drivers was going to that organised. As usual, therefore, we headed off in no particular order, with Sue and I in the midst of a D, or two. At the photo site, with its associated Reptile Park, the Event was opened by the local Citroën dealer; we all had the chance to buy raffle tickets and collect free Yoplait yoghurt, courtesy of the Sponsors.

Saturday afternoon was full of things to do. For those of us into self-flagellation, there

was the Observation Run and the for the truly intelligent the 'Talkfest' was a great option. Rolf Breyer's comments on the 'Talkfest' are included elsewhere in 'Front Drive'. I must thank both Mel Carey and Ted Cross who attended, and put the CCOCA-line across regarding Spare Parts and 'Front Drive'.

Meanwhile, Sue and I were attempting the Observation Run. It all seemed remarkably easy along the way, with only one apparently difficult question. More fool us. We got to the end of the Run, to find that there was another page of questions relating to things supposedly noticed along the drive. It was certainly a new approach to the Observation Run. We had a good time, but failed to win. Bother!

Dinner was a grand affair at the Renmark Club.

Sunday was the Motorkhana, held on the outskirts of town on a large field. Not being Motorkhana types, we joined with Mike and Fiona Neil and went wine buying. A far more productive past-time, I think. Unfortunately, most of the wineries close on Sunday, which does not seem a good thing for the tourist trade. We found Berri open and made our way down their list of red wine, and adjourned for lunch. A picnic site on the banks of the Murray River, downstream for the Berri winery had been selected on the previous day.

Naturally, we were back to the Motorkhana in time for the hotly contested Novelty Event. CCOCA fielded a great team comprising Bev Bennet, Helen Cross, Mike Neil and Robin Smith. As reported elsewhere, we lost.

Dinner at the Renmark Hotel and breakfast the following morning at the same venue completed the weekend. Fine food, great company, good wine and splendid weather all rolled themselves into a wonderful weekend away. All CCOCA members who attended extend their thanks to Rolf and the organising sub-committee of the CCCSA for the hard work that clearly went into the development and running of the Event.

Leigh F Miles



CANBERRA

AUSTRACTION 97

JUNE 9th - 9th 1997

Gerry, Rod and Mike in Canberra have produced a programme for the weekend which showcases Canberra's unique attractions. You have the flexibility to plan activities using Canberra's Tourist Bureau Itineraries, participate in the organised Events, or a bit of both. There is so much to see! We want you to enjoy this unique part of Australia. Don't let myths about Canberra's weather keep you away: inland Victoria feels the same from our experience at Austraction's previous.

You will be guided to the Federal Highway Tourist Park by our red and white chevron signs where registration will be on Friday. Just walk across to the bistro for a warm welcome, the bar will be open too.

Saturday, we will drive across Lake Burley Griffin to Old Parliament House and display our cars on the lawns. A visit to the museum that Old Parliament House has become, is a must. From here you can take the Observation Run for a couple of hours, it's not hard, or sightsee. The evening buffet dinner by

the Taco Brothers at the Akuna Club should please, the bar will open here too. The Casino and other city entertainments are nearby!

Sunday, there's a run to new Parliament House, a look there, then onto the Police Museum, opened especially for us thanks to Barby and Rod.

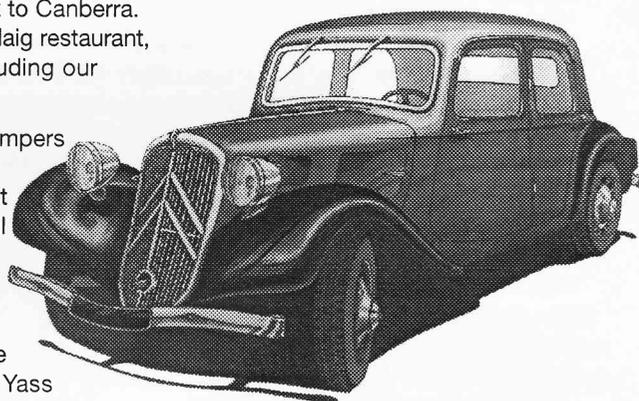
This is on the way to Cotter Reserve, where we provide a sausage sizzle for lunch. Your choice then to return to Canberra, or continue onto Tidbinbilla Tracking Station and craft and heritage attractions on the loop back to Canberra. A top dinner awaits at The Haig restaurant, with formal activities concluding our second day.

Monday, the traditional Chompers and Chicken Breakfast at the Federal Highway Tourist Park sees us on our way 'til another Austraction!

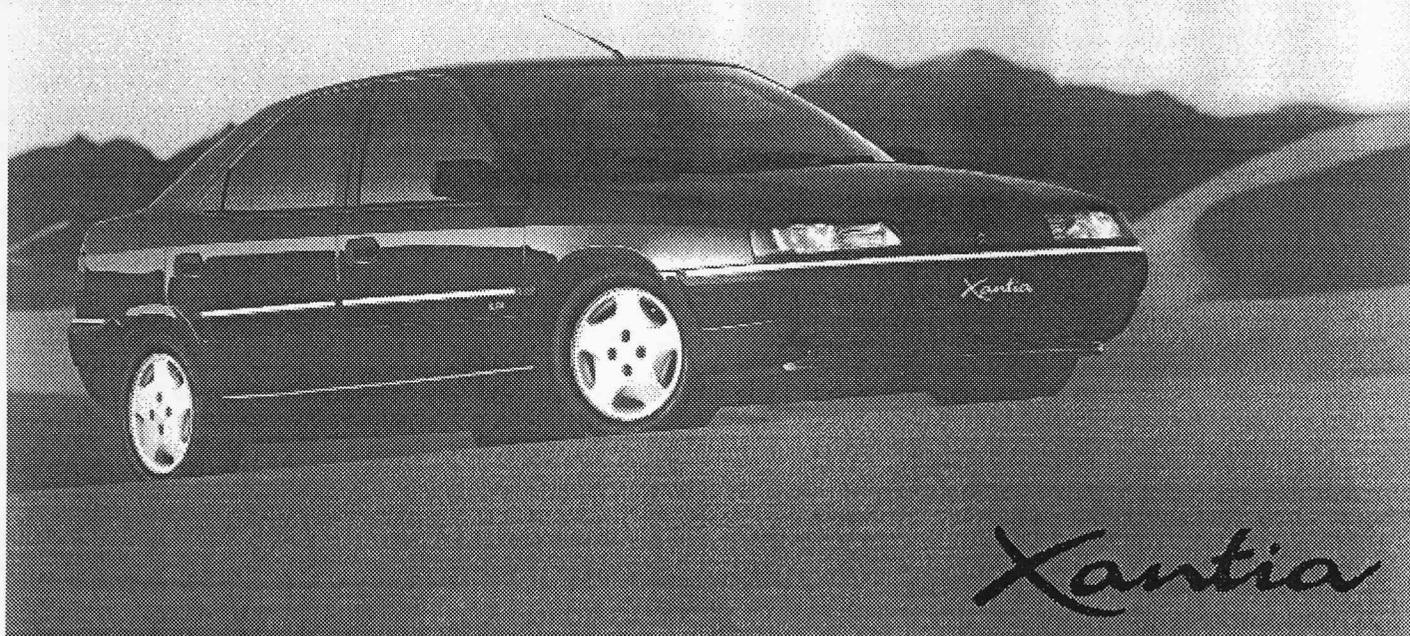
The Park, please note, is just out of town, on the Federal Highway, so people arriving from the south, via Yass

on the Barton Highway, will turn left, away from the city, towards Goulburn-Sydney.

SO GET THOSE REGO'S IN AND ACCOMMODATION BOOKED FOR A GOOD TIME!!!! - TIME HAS ALMOST RUN OUT AND REGISTRATION MUST CLOSE MAY 20th.



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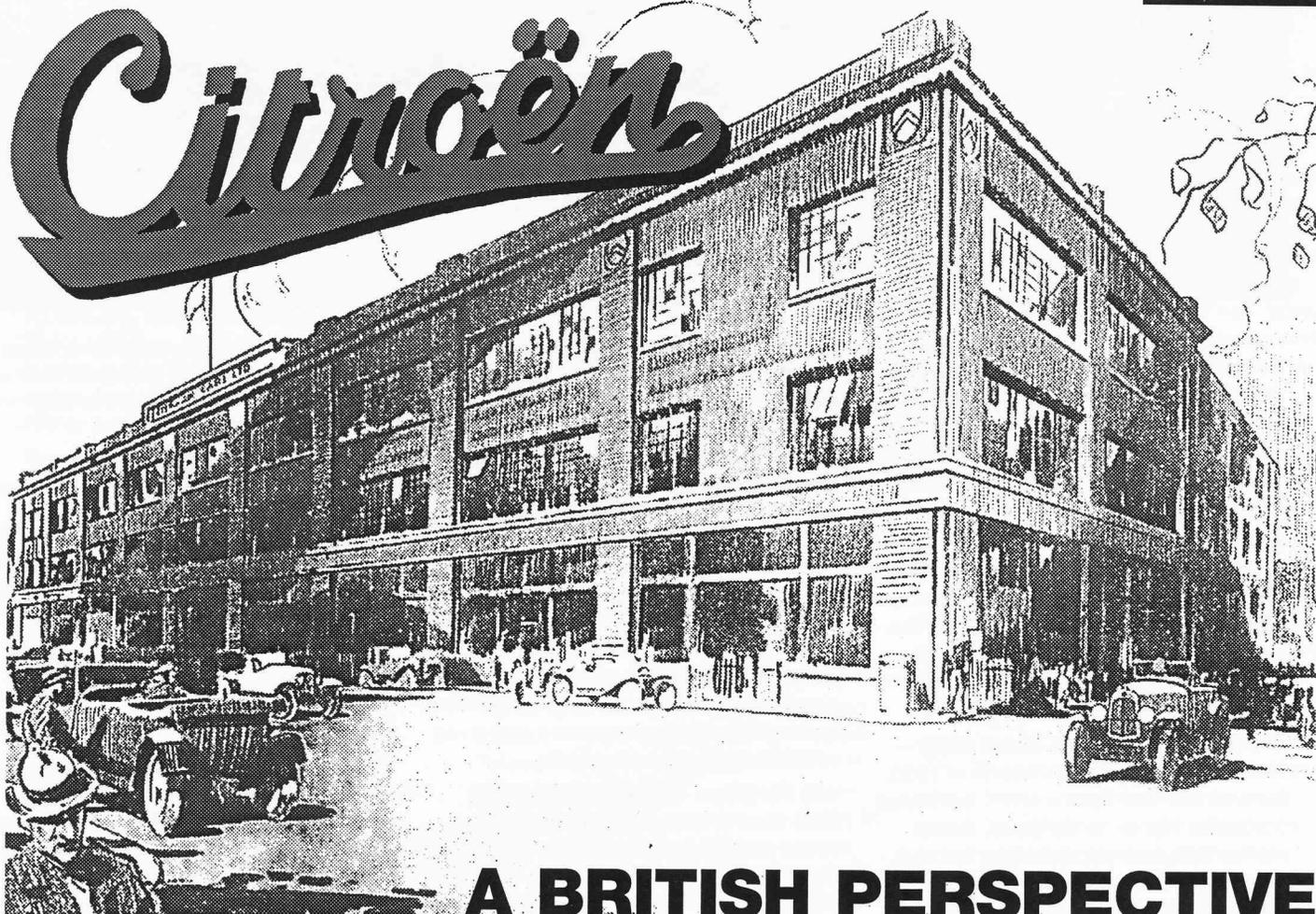
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A BRITISH PERSPECTIVE

André Citroën started manufacture of his cars in 1919. By the end of 1902, 720 of them had been imported into Britain by the sole concessionaires, Gaston Ltd of Great Portland St in London. [In the same year Herbert Austin sold just 200 cars.] By the end of 1921, a further 1,701 cars had been sold in the United Kingdom.

In 1923 Citroën Cars Ltd took over from Gaston's as the only importer of Citroën cars and established themselves in new headquarters in Brook Green, West London. At the opening of this facility, Citroën boasted that it was the largest motor car service centre in the world. It housed not only servicing facilities but also spacious showrooms, delivery bay and spare parts sales.

Harrods bought a fleet of A-type 8HP cars and using chauffeurs, drove customers back into the City or to the railway station after they had shopped in their store. These cars were all of French construction but in 1923 the London General Cab Co. bought a considerable number of 10HP [11.4 hp] type B2s, to use in the Hackney trade in London. Because the Public Carriage Office had strict specifications for London-based taxis the cars had to be modified by locating the steering drop arm inside the chassis to get the vehicle to turn inside 25 feet. This started a

The opening of Brook Green as a Service Station marked the establishment of Citroën Cars Ltd and in one building of over 100,000 square feet were combined sales, servicing, spare part sales and the offices of the company.

process of unique British design changes to Citroëns which went on until the 1960s.

The taxi was very successful and when the regulations changed following a review in 1927 a sleeker style using the B10 chassis took to the streets.

When the London General Cab Co. went public in 1928 it had an inventory of 220 Citroëns. These cabs were also popular with owner drivers, as they were at least £100 cheaper than Beardmores and Unics and with an 11.4 hp engine [compared with 16 hp for the Beardmore and 15.9 for the Unic] the savings in petrol with the Citroën were a big incentive for the self-employed cabbies.

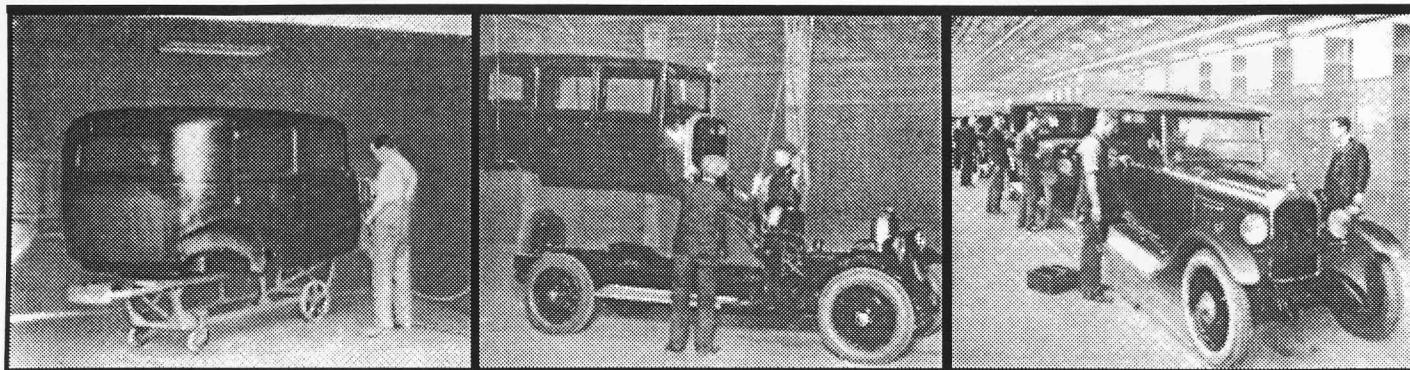
Interestingly, the Citroën bodies of the London General Cab Co. were later spliced onto Austin chassis in the 1930s and given the nickname Chinese Austins!

By this time, of course, Citroën had established his own factory for manufacturing Citroëns in Slough. It was the largest factory under on roof in Britain, at the time of its opening on February 18th, 1926 - just five months after commencing negotiations to buy the dis-used munitions

factory. [It is interesting that both Slough and Quai de Javel shared the same history. Ed] British manufactured Citroëns had commenced issuing forth in late 1925 and continued so to do until 1966 when all manufacture went off-shore again. Having a British factory not only allowed Citroën to avoid the 33% duty on fully built-up cars, it opened the markets of the British Empire to the marque. The British factory resulted in unique British products - some of which were successful and some less so[!]. It is interesting to note that in 1925, one year before the factory was established, 6,655 Citroëns were sold in the United Kingdom, a number never again achieved in a single year until 1971 - five years after the factory shut. Is this an indictment of government protectionism and the methods contrived to circumvent them? Perhaps. In all its years of manufacture the factory produced a total of 43,894 vehicles. 21,839 were exported leaving 22,055 for home consumption, equal to the total sales in the United Kingdom in the single year 1973.

Without this arrangement, however, some interesting Citroëns would never have seen the light of day and some





names beloved of Citroën owners would be lost from the mystique. Early model descriptions followed the RAC taxation system. The French 10HP became the 11.4 hp and the Traction series of 7, 11BL, 11B and 15-Six became Super Modern Twelve, Light Fifteen, Big Fifteen and Six.

In the early 30s however, to emphasise the 'Britishness' of the product, the C6 was sold as the 2½ litre, the C4 as the Chiltern and the Clarendon, whilst the C6F was called the Buckingham and the Berkeley.

The cars did have some British pedigree. The 2½ litre Six Safety Saloon of 1930, for example, had Pyrene chromium plated bumpers, Triplex safety glass, British leather upholstery, Lucas electrics and uniquely British colour schemes, including two-tone maroon, two-tone gray and beige and brown. How British can you get?

In 1931 the idea of buying a complete vehicle was novel and some buyers still desired the option of buying a chassis and fitting a coachbuilt body to it. Citroën therefore signed a contract with Weymann of Addlestone in Surrey, to supply hand-made coachbuilt bodies to Citroën. Citroën's 1931 catalogue contained details of the Weymann vehicles based on both 12.8hp and 2½ litre, six cylinder chassis. One of these was the 2½ litre Sportsman's Six Coupé - a racy two door with 'genuine Weymann' coachwork. Argg! To convince the budding sportsman of its provenance it had a red coachline and red wire wheels.

The monsieurs at Quai de Javel must have been choking on their Gauloises. To his eternal memory we can be grateful that André Citroën had a dislike of this particular type of coachwork.

A definite pattern was emerging on both sides of the Channel. Citroëns in France

Above: All Steel bodies were constructed from pre-formed panels and assembled on jigs. Completed bodies were then painted, as shown in this 1928 view.

In just two hours the chassis was constructed and no more than two people were required to position the body.

Here we see the finishing lines as set-up in 1928.

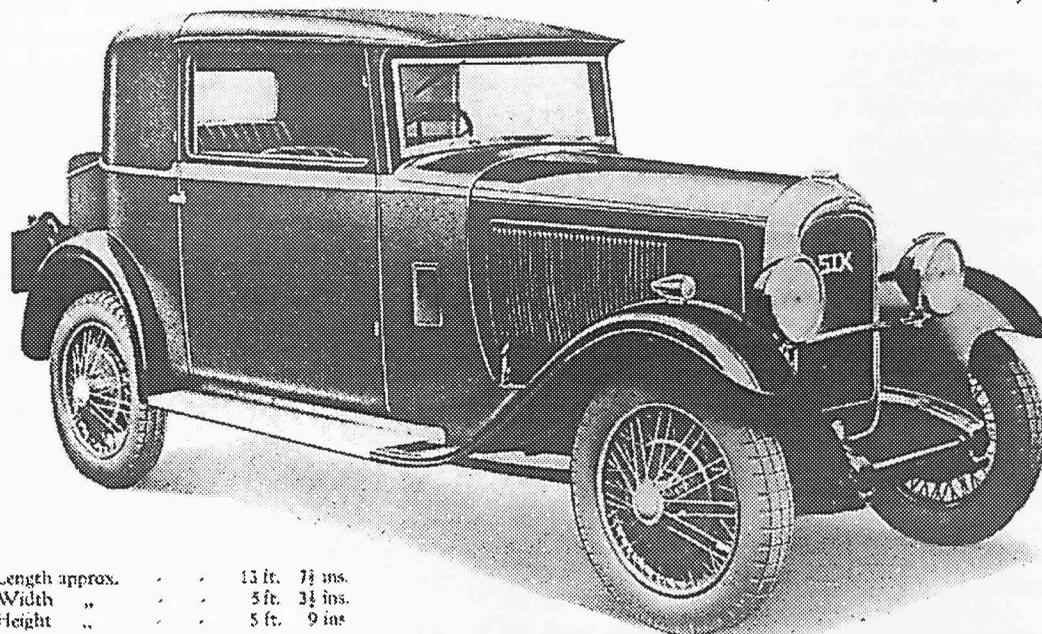
Below: The Weymann-bodied 2½ litre Sportsman's Coupé.

The bodies, constructed in wood, were designed to be flexible so the chassis frame could flex without risking damage or resulting in squeaks in the bodywork. Sportsman Coupés were designed to make best possible use of the available power by eliminating unnecessary weight. It was claimed that the maximum speed of over 60 mph could be attained without hint of body rattle. Finished in traditional black pebble-grain fabric with a red leather interior and highlighted with a red coachline and red wire wheels.

The CITROËN

2½-Litre SIX

The SPORTSMAN'S COUPÉ (Genuine Weymann)



Length approx.	-	-	13 ft.	7½ ins.
Width	"	-	5 ft.	3¼ ins.
Height	"	-	5 ft.	9 ins.





This brochure was issued in August, 1934, before any Slough-built cars were available. Parking lights [not fitted to French cars] have been added by the artist as has the right hand drive steering wheel.

rear, added a four speed gearbox and called the cars 'Licorne 415', '418' and '420', depending on engine size, made all their cars right hand drive even for the French market, to appeal to conservative buyers! Slough, however, generally aimed their cars into the higher market range with 12 volt electrics, pre-war sun roofs, wooden dashboards and door caps and leather seats. No attempt was made to improve performance, nor the three speed gearbox, although alternatives such as the Cotal electric gearbox was available in France.

By 1952 a Light Fifteen cost £1,067, which would have got you quite a decent British car [isn't that an oxymoron?], like a Riley or a Rover [??], its gets worse! Ed.] which had more power, heater and a better resale value. Perhaps painted dash 11Bls at a cheaper price would have sold in greater quantities.

When the 2CV came along in 1953 the difficulty of competing in the British market with a foreign car became even more acute. This little fellow could hardly be tarted up and flogged off to the higher end of the market - or could it? In December 1953 a 375cc 2CV sold for £565. An Austin A30 cost £476 and a Ford Popular [bless its cotton socks] was a mere £391. To encourage buyers the 2CV specification was upgraded from the French model. Buyers were tempted with a metal boot lid, opening rear windows [the Norwegians got that too], a dear little door light above the mirror, that doubled as a speedometer illumination and an interior lamp. Trafficators, an ashtray and a little red light came on when the petrol was low. All that jazzy stuff only shifted 1,036 vehicles including 72 of the Slough-only Pick-Up [Ute to you and me.] Most of these were sold to the Royal Navy to be helicoptered off aircraft carriers as forward support vehicles. After all this, 350 2CV chassis were still in stock, gathering dust.

Nigel Somerset-Locke of Citroën Cars Ltd invited Peter Kirwin-Taylor, who designed the glass-fibre body of the Lotus Elite, to design a body for these cars. His brief was to design a two door, four place car with a separate boot, to appeal to women as a second family car. Thus the Bijou was born.



Ricardo [who developed the engine with Citroën] and Citroën Cars Ltd's own demonstrator. This latter car was right hand drive and the one tested by 'Motor'. Both cars were used extensively throughout the War. The Citroën-owned vehicle was scrapped shortly after the end of the War and Sir Harry Ricardo's was scrapped in the early 1950s.

Fortunately the engine of this car was removed and stored, only to be rediscovered at Ricardo's in the 1990s and fitted to a 1935 11UA Commercialle found in Cornwall. Though no ball of fire the car looks beautiful and has been well restored. Citroën, by the way, preceded Mercedes with this diesel by almost two years. [This was the car reviewed in Classic and Sports Car magazine, in February, 1995. Ed.]

This brings us to the Traction. Again, higher specification [and price] awaited the British purchaser. A plainer 'Popular Salon' model is described in the 1938 sales information, with a French dashboard and six volt electrics - probably in response to a marked drop in sales in 1936. It cost £198 when the 'Standard Salon' cost £238. These may have come directly from France; right hand drive, French specification cars were built in Paris. Licorne, who used a Traction body and engine and then patiently reversed the drive-train to the

drive model obtained by Sir Harry diesel cars came to Britain; a left hand glass and 12 volt electrics. Only two with British specification finish, safety was six-light, rear wheel drive saloon in August, 1937. It cost £375 and 11 UD, was road tested in 'Motor' magazine in August, 1937. It cost £375 and 1934. Tantalisingly, a 1,750cc diesel, the B series NH 8, 10 and 15 Rosalies in suspension fitted to the last 8,400 of the not even have the independent front appeal the Michelin inspired VAs did To ensure its conservative market the Big Fifteen, seven seater equivalent model and was only £13 cheaper than £285. It was a seven seater 11 UA wheel drive) was listed in late 1937 at continued until 1938. A 'Family 15' [rear UA series of rear wheel drive models the Traction series in 1934 the 7 and 11 cars and even with the introduction of This process continued through Rosalie higher end of the market to pay the bills. period obviously had to be pitched at the largest roof in Britain during the same The 4,592 cars produced under the 39,800 A-C and C6s in the same period. and October 1932 compared with 223,700 A-C and C4s were produced at the period were of the C4 series. models; but the majority of Citroëns of 'Flash Harry' models based on the C6 and C6F were functional with one or two



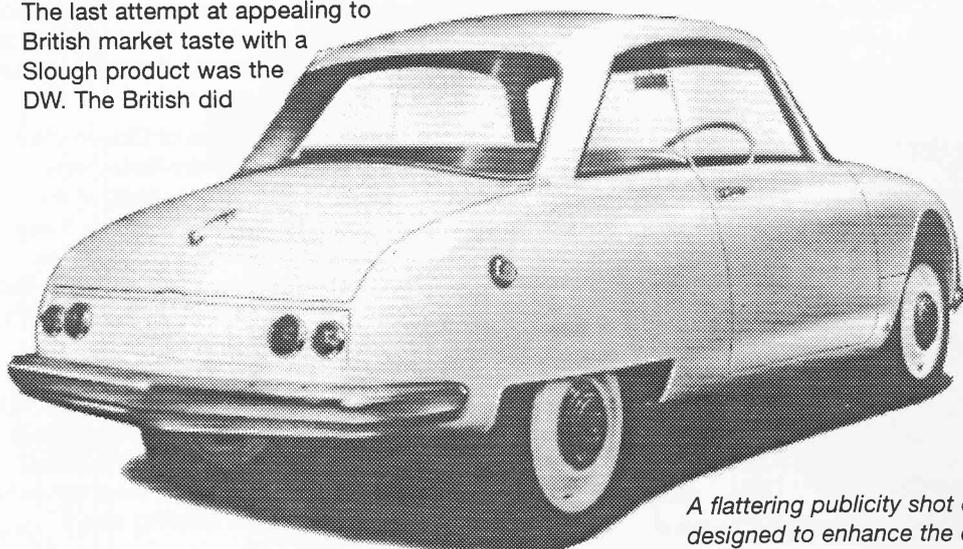
Slough-built 2CV Pickup aboard HMS Bulwark.

It was an attractive looking little beast and should have done better, but it was too expensive at £695, especially when the Mini appeared at the same time at £497. Only 313 were sold.

Oddly enough, when the 2CV was re-introduced to the UK, years later, it became a cult car.

In 1955 the London Motor Show was dazzled by the Goddess. In its yellow with black roof it looked out of this world. Of course, it was priced out of this world at £1,403 - £150 more than the older model. To soften the blow the ID came along. It had manual steering and brakes, a normal four speed gearbox and a detuned motor. Although it was cheaper than the DS, it still was dear to the British market and again Citroën Cars Ltd tarted-up a basic car with the old formula of wooden dash and leather seats.

The last attempt at appealing to British market taste with a Slough product was the DW. The British did



A flattering publicity shot of the rear of the Bijou, designed to enhance the cars non-existent sleekness.

not go for the DS gearchange but wanted the level of finish and extra performance of the DS, over the ID. The solution in 1964 was the British-only DW - a DS specified car with an all-synchromesh four speed box. At £1,569 this was quite a good buy. The prices of Slough-built cars remained unrealistic, however and with the freeing of trade into and out of Europe, the Slough factory became an anachronism. By 1965 only 492 cars were assembled and the factory closed its production line. When French made cars came into the UK, number sold jumped. 1,078 in 1967, 4,304 in 1970 and 60,899 in 1990. This last figure represented 3.03% of the market.

In retrospect a factory like Slough may not have been a good idea but without it, it is unlikely that Citroën cars would have been imported and none of us with older Slough-built cars would have our lovely cars to drive and cherish. So, lets be thankful for the British interval in the history of Citroën.

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Quai de Javel. Quai Andre Citroën, by Pierre Dumont. Massin Editeur.

HAVE YOU ORGANISED YOURSELF FOR THE 1997 AUSTRALIAN RALLY IN CANBERRA JUNE

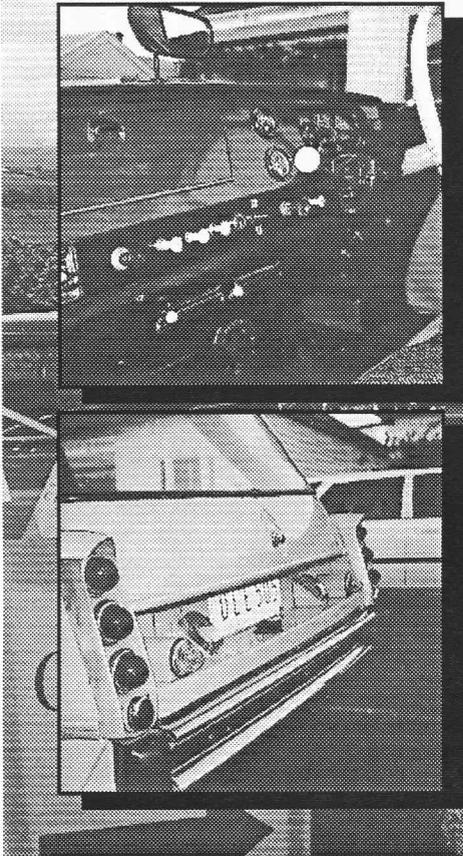
6th - 9th?
DO IT NOW OR MISS OUT

The Citroën 2CV and Derivatives, by James Taylor. Motor Racing Publications Ltd.

Classic and Sports Car, Feb., 1995.

Written by Hamish Fraser and first published by Citroën Car Club of New Zealand. Additional information and pictures have been included for publication in 'Front Drive'.

OUR DW SAFARI



One Saturday morning, late last year, I rose to my usual routine of coffee, breakfast and 'The Age' newspaper. As my eyes focused and scanned the Motor Market section in search of the 'C' column, I came across an ad that read: "Citroën Safari Wagon, early model, in need of TLC". Well, not knowing what state of repair it may have been in, I called the owner, who was only minutes away. I rushed out the door to investigate!

You see, Safaris, especially early single headlight Safaris are very hard to find, and even more especially difficult to find here. To find one in restorable condition; well that can be even more difficult.

When I arrived, the young owner told me that the car had remained unused for over eight months. He had purchased the car, some 12 months previously from someone in the country, having always wanted a Citroën. He drove it for several months until the thing would go 'up' no longer. There he left it, in the garage, no money to repair it and the registration due, which he could also ill afford. He explained that his intention had been to have it repaired, when he could afford it. [The non-hydraulic amongst us might suggest that nobody can afford to repair a D. No, that was neither fair, nor accurate. Ed.] But obviously this never happened.

I approached the car with due caution, not knowing its history or condition either mechanically, hydraulically or otherwise. After the initial five minute inspection I purchased the car. I have always had a thing for the early single headlight Ds, having already owned several Ds, both early and late models.

This opportunity was not to be passed as the car was in good overall condition and it was not only a single headlight Safari, it was a DW Model!!

The Citroën DW is an amalgamation of the luxury DS19 with the simpler 4-speed manual gearbox of the ID19.

In 1961, Citroën Cars Ltd produced the prototype DS19M [M being for 'Mechanique'] which was fitted with the manual rather than the semi-automatic gearbox that was less than popular with the conservative UK buyer. They found the DS19 slower and rather more complicated than the ID. The first DW model [DW being the code Citroën Cars Ltd used for the DS19M] appeared in 1963. It had the sumptuous luxury of a leather interior, and the ease of hydraulically assisted steering and braking.

Our DW Safari is benefiting from constant TLC, as the previous owner requested and we hope to have it in Concours condition in the not to distant future.

Mark Beran.

Photographs

Mark Beran and Adam Shiels' DW Safari, as caught on film at the recent National concours at Domaine Chandon

The superb timber dashboard of the Safari. Compare this with the original example reproduced elsewhere in the magazine.

The two-piece tailgate of the Safari, showing the reversing lights referred to in the article 'How to Pick a Pom'.

Ed - I was interested to discover that Club member Bruce Dickie grew-up with this particular car. It appears that Bruce's father bought the car when Bruce was but a rug rat. It stayed in the family for some considerable time but was eventually sold by Bruce. The moment he did so, he regretted it; but the new owner, the "man in the country", had no intention of parting with his recently acquired pride and joy. As a result Bruce remained Citroënless for some time. These days he has another D, complete with Webasto-style sun roof.

He was shocked and pleased to see Mark and Adam roll-up to a motoring meeting in what turned-out to be the car with which he had parted some years previously. I am given to understand that it was a somewhat emotional re-acquaintance.

I am pleased the Mark responded so well to a request for an article about his car and I look forward to similar contribution from other members in the future.

CITROËN GS/GSA PICKUP

Most Melbourne based members, of a certain age, will recall the DS utility that was once owned by Duttons. Duttons undertook the conversion themselves and to our knowledge this is the only example in Australia. Graveley Motors, in the UK, undertook similar conversions using both the GS and GSA as donor vehicles. The conversions were offered in the late-1970s and early-1980s and some five vehicles were built. When I was in the UK last year I managed to acquire one of the original photocopied brochures that were used to publicise the conversion. Unfortunately, the illustrations leave a good deal to be desired, but every effort has been made to reproduce them as well as possible. The cars were produced under the business name Pol Ferie and whilst in the leaflet a carrying capacity of 8.5 cwt is suggested, Mike Creasey told me they were quite capable of carrying up to a ton.

The brochure explains "We have concentrated on obtaining maximum comfort, combined with maximum practicality. The Citroën hydropneumatic suspension, with front and rear height

correctors will keep the vehicle level whether loaded or empty and also facilitates easy loading when in low position. The seats adjust the full length of the runners, giving ample leg room to both driver and passenger. We are able to convert Citroën GS Saloons and Estates and GSA Estates into excellent Puck-Up Trucks, using mainly Citroën parts.

This is achieved by completely removing the rear body section, then fitting a new chassis reinforcement sub-frame, a new flat floor, rear inner wings, reinforced rear interior wings and rear outer wings, which fit from behind the front doors to the tailgate. We manufacture and fit a new rear panel, complete with rear screen and new panels behind the doors. The tailgate is then adapted and fitted. Finally, we paint the vehicle and fit the wing finishers and any extra items, subject to personal requirements.

The end result is a vehicle which is capable of carrying large, delicate loads of up to 8.5 cwt, safely across rough terrain and is as comfortable to drive as the original saloon car."



French cars run much better...

when you're slightly drunk and if you yell at them continuously when you drive them.

Italian cars run much better if you occasionally bend them in an accident and yell loudly at everyone else on the road when you drive them.

It's a known fact that German cars run best on clean, well-ordered streets, but even better if you quietly insist on your own superiority whilst driving them.

Swedish cars run better when the driver knows as much about cars as he does about neurosurgery and even better when festooned with multi-coloured

bumper stickers promoting SBS and dozens of other popular liberal causes. [I always thought it was Peugeot 404s and 504s than ran best with the 'Land rights for albino whales' stickers. Ed.]

The preceding information can be had in 'The Holistic Guide to Auto Repair and Safety', by Omigoahd Imbaldanugli, Ph. D. [Lotus Blossom Press, \$24.95], available at most herbal tea shops and health food stores.

Another take, this time from Northern California: American cars were designed by geniuses to be worked on by idiots.

British cars were designed by idiots to be worked on by geniuses.

Italian cars were designed by lunatics to be worked on by everybody.

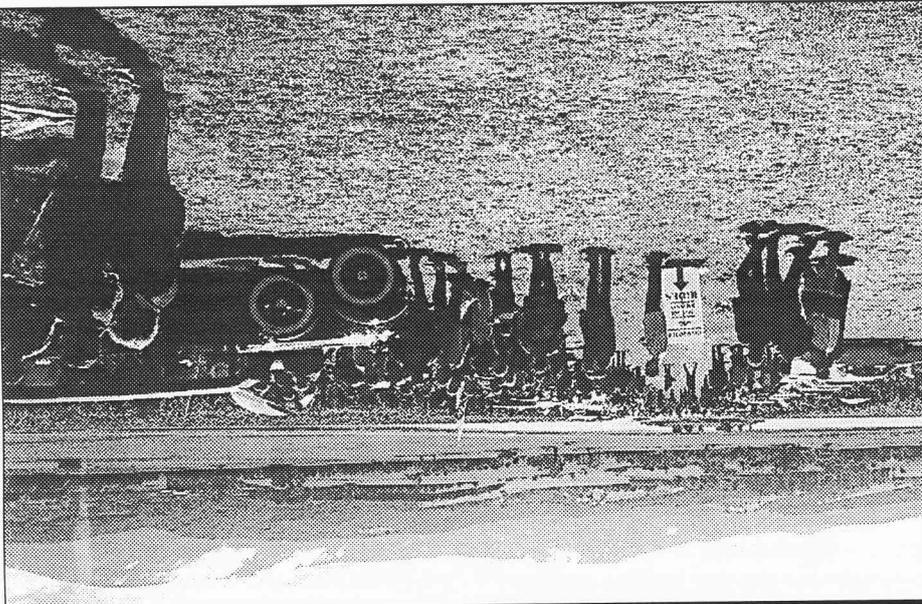
German cars were designed by engineers not to need much work.

Japanese cars were designed by the sales and marketing executives to physically dissolve before they need any work at all.

French cars were designed on Venus to be worked on by mechanics from Mars. Unfortunately, most of the parts come from Uranus.

DOMAINE CHANDON

1997 NATIONAL CONCOURS D'ELEGANCE



By Peter Fitzgerald

"It was the best of times, it was the worst of times" with that sentiment I could start and finish the article right now.

The day started looking a little threatening. It then became downright unpleasant with the arrival of very heavy rain which turned this beautifully prepared, magnificent venue into a mud bash course. But at 10am (in true Melbourne form) the clouds drifted away; replaced by magnificent sunshine.

Marshalling on the day (you know those people who stand there and tell you where to go - or more to the point where to shove your car) was a tad confused... well, to risk being a little politically incorrect, BLOODY APPALING.

When I arrived bright and early, I asked the first Marshal "Excuse me, can you tell me which road to take to the display area for the Citroën Classic Owners Club of Australia?" The answer was a little disappointing, being something like "Gez mate, I dunno!" I decided to do the only reasonable thing, and head off on one of the maze of roads, in the direction of away, in search of another marshal, who hopefully was not recovering from a recent labotomy.

And there he was, standing by the road. I slid to a stop and enquired "Excuse me kind Sir, is this the correct road to the area where the Car Club displays are to be set up?" "Gez mate, I dunno." Devastated by the depths to which humanity has fallen, I drove on through the mud and pouring rain.

Then, like the Red Sea, the shrubbery parted, and before me was the Promised Land... well the promised car club display area.

With great excitement I grasped my little map the organisers had given me, and the GSA bounded happily towards our designated area. Disappointment... Despair! Renaults, bloody Renaults... slumped over the very spot that our proud Citroëns should be shining on. What can you do? I was brave, like a true blue ozzie, I strained to look around through my tears... could it be... yes...

yes... YES... IT WAS! A lonely red 2CV on the hill standing guard on our Sacred Site. Leigh Miles, helpers and I started setting up our stand. And what a fine stand it was. Lots of large photos of cars, our events, Information Kits (trés, très professionale).

We had a wonderful display of around 14 cars including BX, DS's (old, new, sedans, safari, chapron) GSA, Tracions - of all manner of configurations, a ducky little twin pot - a very nice selection.

After we set up our stand I went in search of the new Citroën stand. Citroën had also had some problems. They were position in the new vehicle display area. They too had been on an adventurous mud bash caused by a third labotomised Marshal. (Must have been a special on at the local hospital that

Citroën were amidst other stands of beautiful cars. Jeff Dutton had a wonderful display of new vehicles, none of us will ever afford. Glenn Coad Racing did a similar thing. Lotus was well represented. Rover had a stand with the four wheel drive truck things - you know "Rangles" and the new MGf (girllie, but quite cute). Hamiltons had a stand of Bentley.

Porsche (speedster of course; now that's seriously dull - perhaps Audinary seriously cute) and an Audi A3 (now Porsche speedster of course; now that's seriously dull - perhaps Audinary

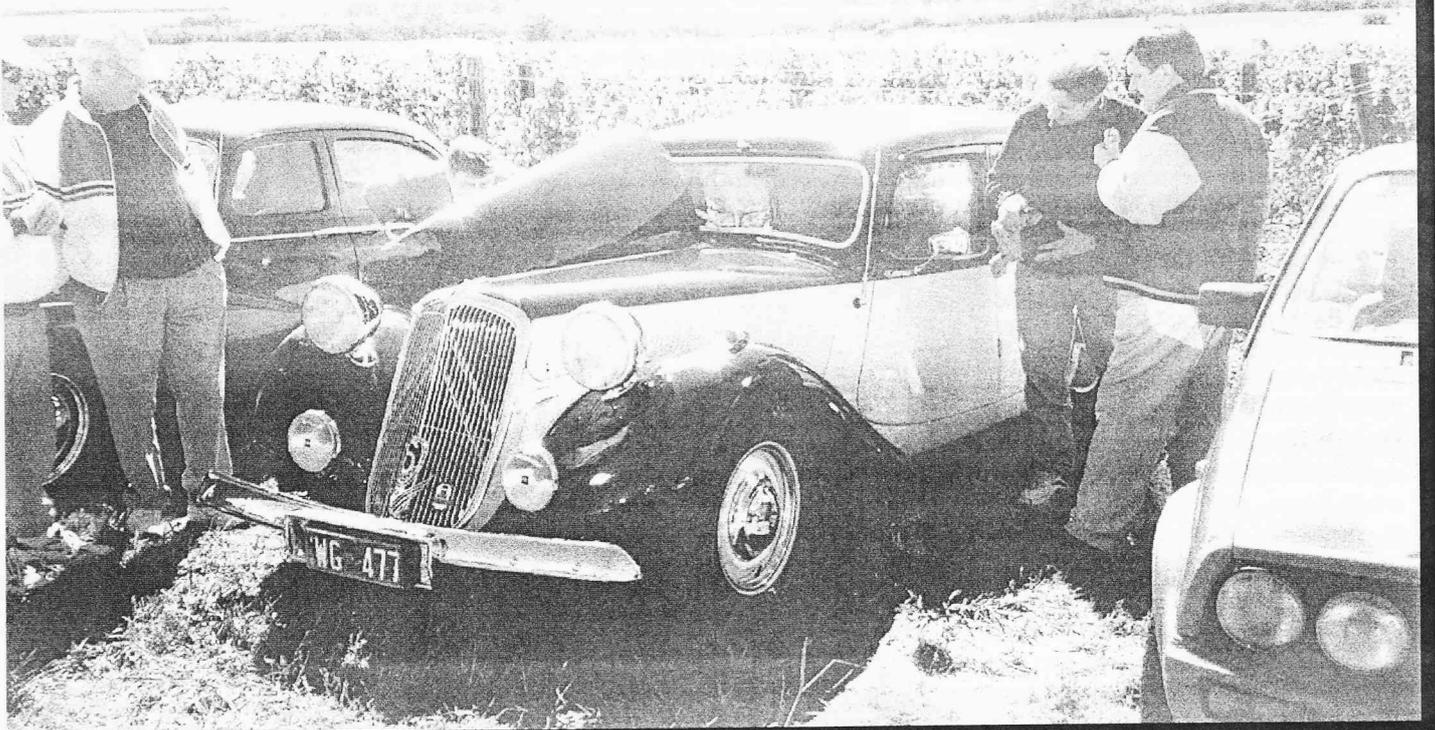
Making allowances for the dreadful early morning weather, it was almost successful day and very good publicity and promotion opportunity for our Club. The 5,000 strong crowd enjoyed themselves immensely.

Due to the rain delayed judging, the announcement of the winning vehicles was running very late, and most people had left before the presentations were made - including me.

The rest of the day turned out to be very pleasant, most enjoyable and well worth the initial difficulties.

In I strode: morale boosting time. As soon as the rain stopped I strode off through the mud to fetch a pail and the appropriate water and returned to help wash the cars down. They came up as beautifully as the day turned out. Mind you, it helps when you have one hell of a handsome car to work with.

is a more appropriate name). The Gorgeous Citroën stand was adorned with an XM, Xantia Petrol Turbo, and that neat new Estate. The wrong directions showed on the Citroëns. All were caked in mud, and a less than enthusiastic bunch were sheltering in their little marquees, patiently awaiting the arrival of the coffee.



Clockwise from below:

The CCOCA stand with Peter Fitzgerald's GSA

A general view of Domaine Chandon

Our line up of Ds (courtesy of Mark Beran, Ian Mather, Lance Bryant and Roger Brundle) and Sue Bryant's renegade BX

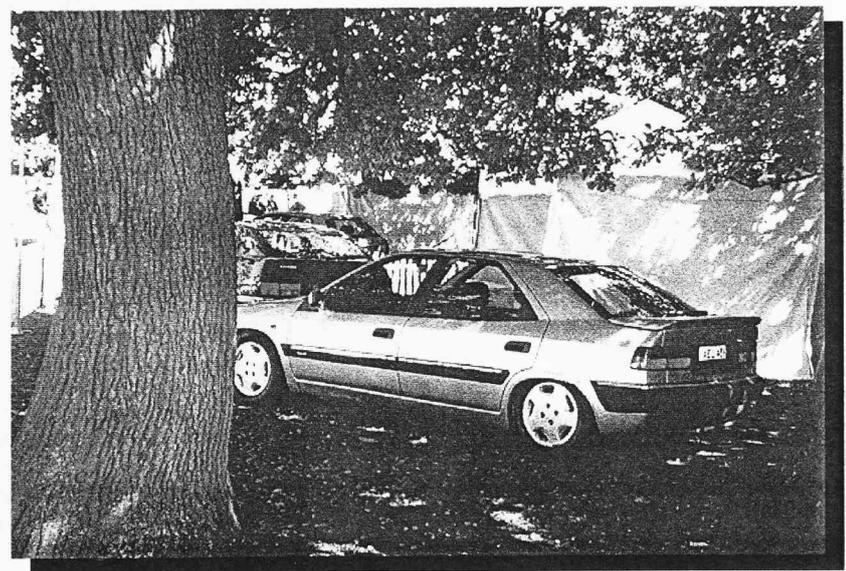
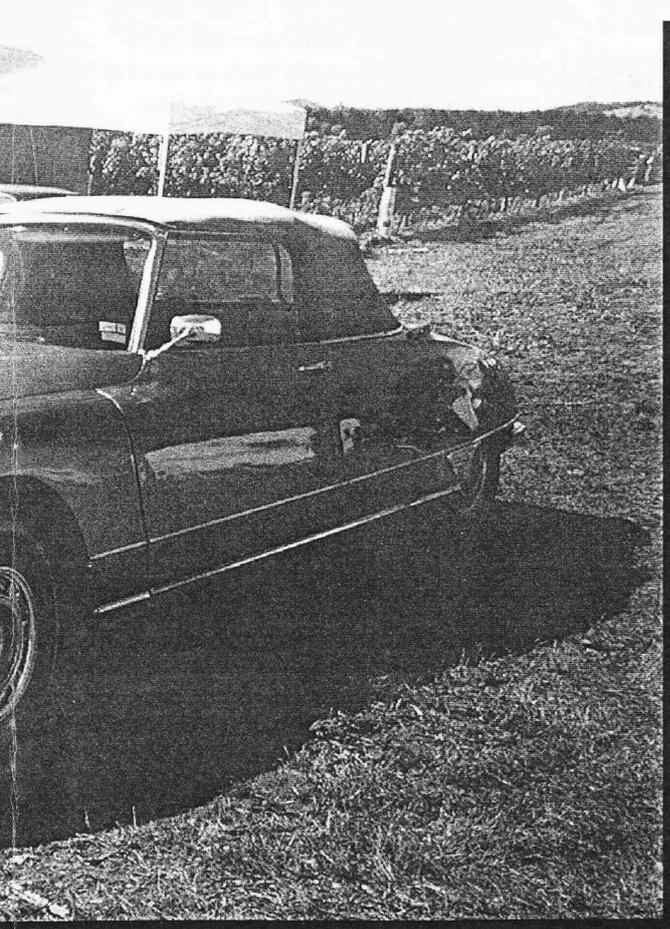
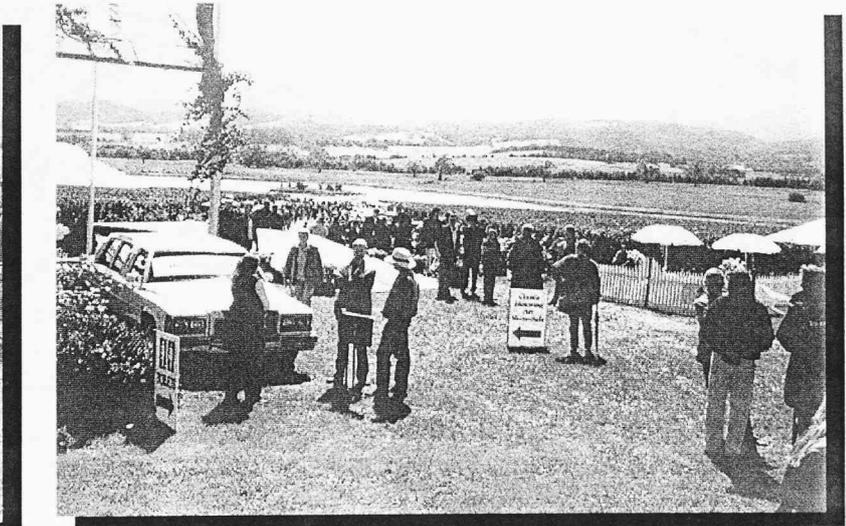
Citroën Australia's (Ateco) stand with a Xantia petrol turbo, under the shady oaks.

Julian Newton-Brown's glorious turquoise Chapron Decapotable.

The recently launched Xantia Estate (this one was green, Peter Fitzgerald's is red)

The splendid XM was also sighted on the Ateco stand.

Ted Cross and Mel Carey discuss the finer points of the TRA restored Big 6.





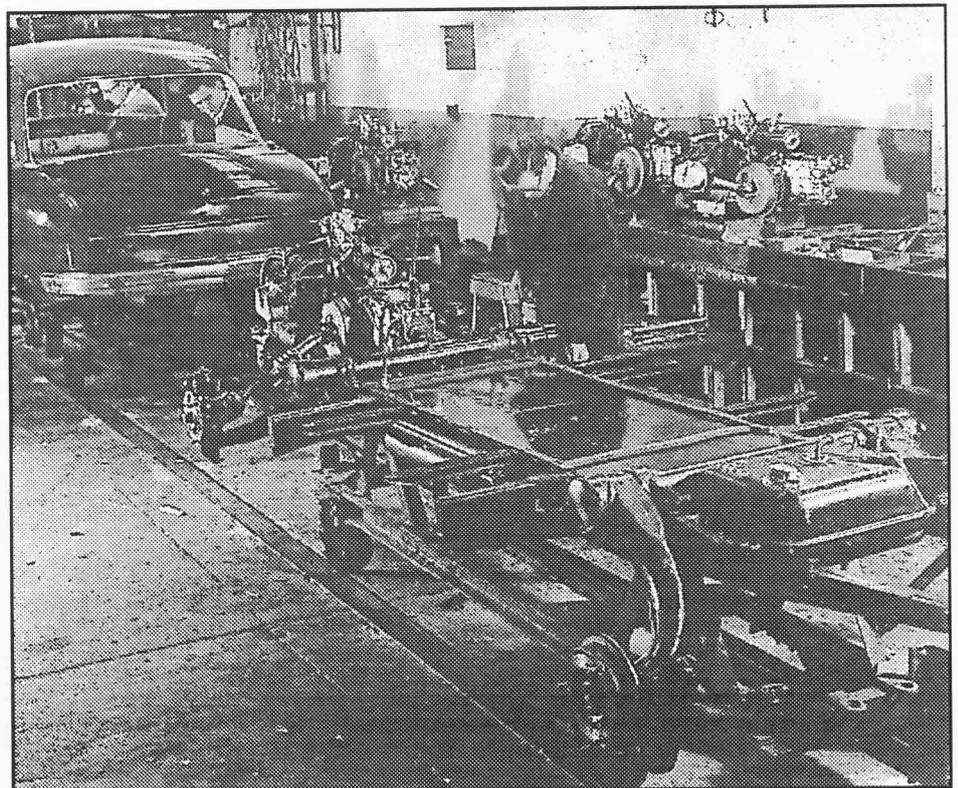
Whilst the 2CV was launched to a stunned French public in 1947, it was not until 1953 that assembly began in Britain. Until then, British regulations prohibited the use of cars with inboard mounted brakes! As with all Slough-built products, the 2CV was somewhat of a hybrid of Gallic charm and eccentricity and British staid conservatism. Slough was responsible for modifying the chassis front member containing the steering rack to right-hand drive and the car was assembled alongside the Traction Avant.

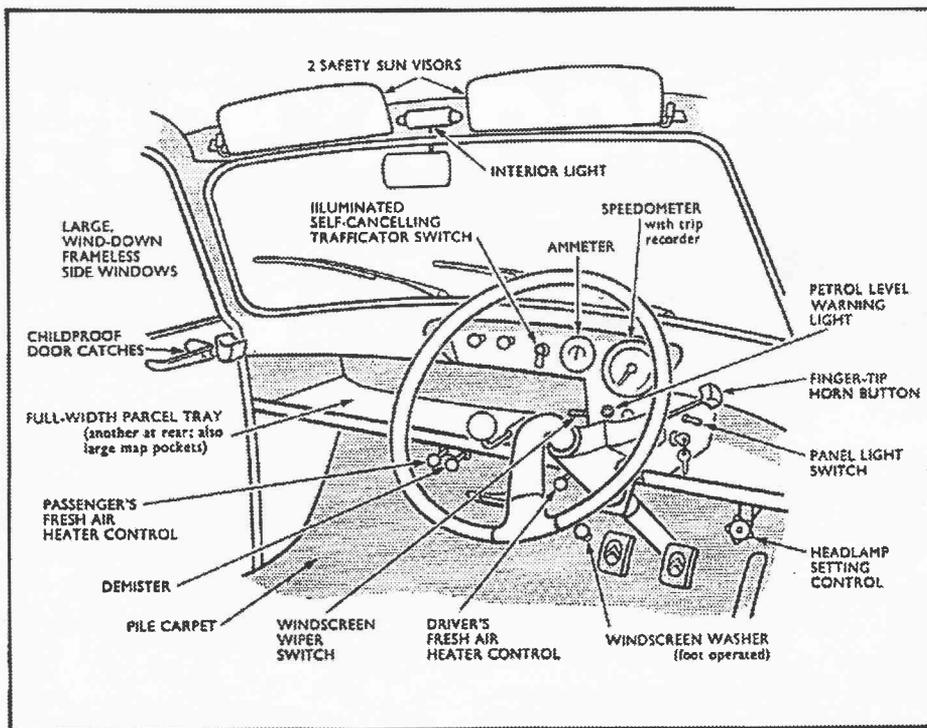
Uniquely British additions included the 'Front Drive' logo mounted on the bonnet and a script 'Citroën' badge fitted to the steel boot lid, [Paris management were totally opposed to these badges, on the basis of the unnecessary weight addition that would result!] chromed hub caps, bumper overriders and Trafficators. English cars were also fitted with a clear plastic rear window - referred to by the French as *la capote Anglaise*. Between -1953 and 1960, 672 2CVs saloons were built, along with 231 Vans and 131 Pick-ups. Of these 342 saloons and 147 Vans were exported. I have always understood that some 250 Slough-built 2CVs came to Australia, and presumably the balance went to South Africa, given these were the two predominate markets for British Citroëns. It is estimated that only 14 Slough Snails survive - nine

saloons, four vans and one pick-up. Local expert on early 2CVs, Bert Houtpen, may have different views given Australia's ability to keep cars rust-free and therefore on the road, or at least in garages.]

After five years of struggle, Citroën gave up on attempting to persuade the British

ABOVE: Completed Bijou models emerging from the Slough factory. The aerodynamic glassfibre body had the same drag co-efficient as the rather more curvaceous DS. BELOW: Underneath the Bijou's glassfibre body were the 2CVs mechanicals. Assembly body to running gear proved a far from a simple task.





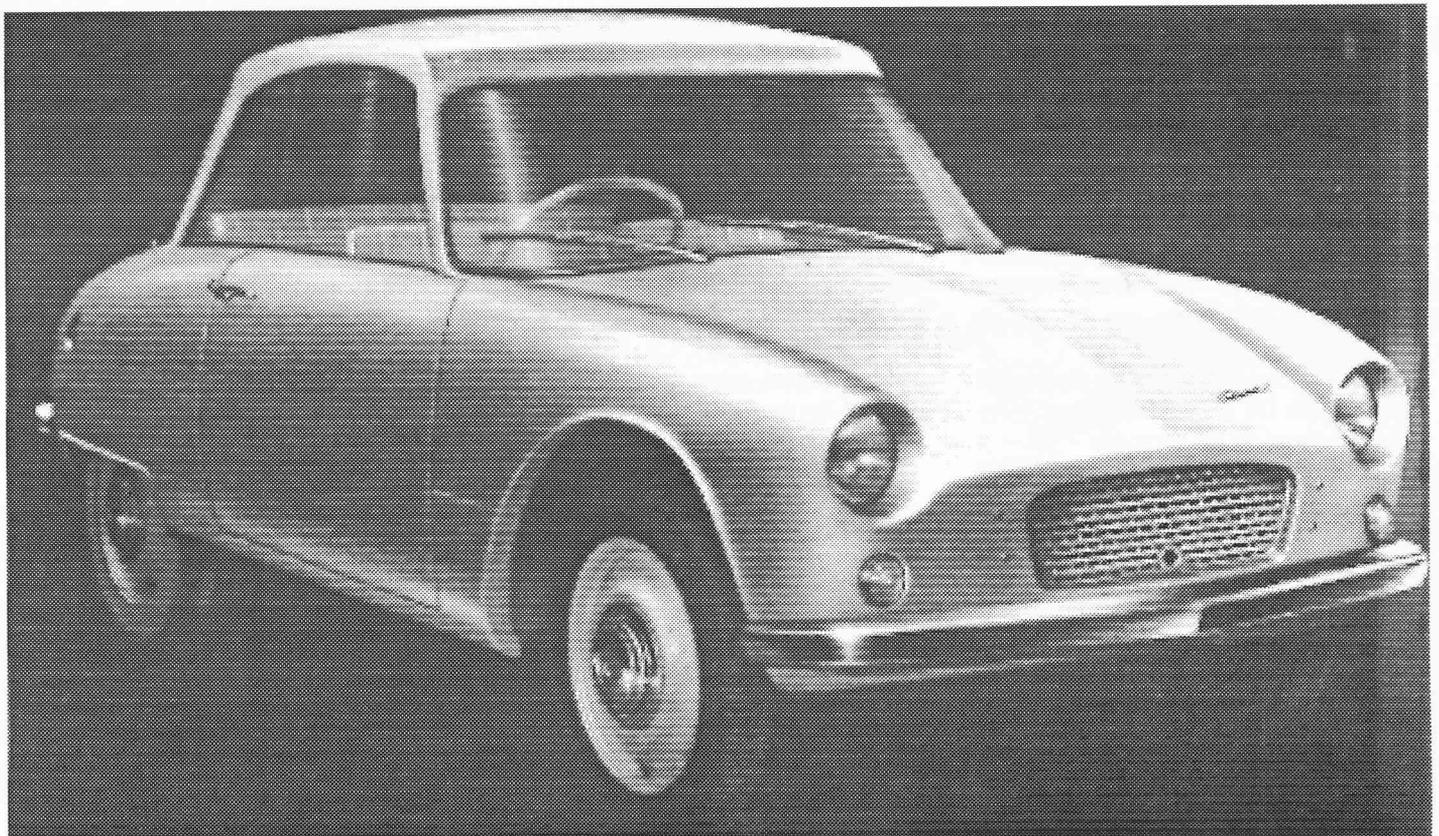
ABOVE: The interior of the Bijou - taken for the sales brochure - shows the use of various DS-sourced parts.
 Below: Despite its futuristic shape the Bijou was not a sales success.

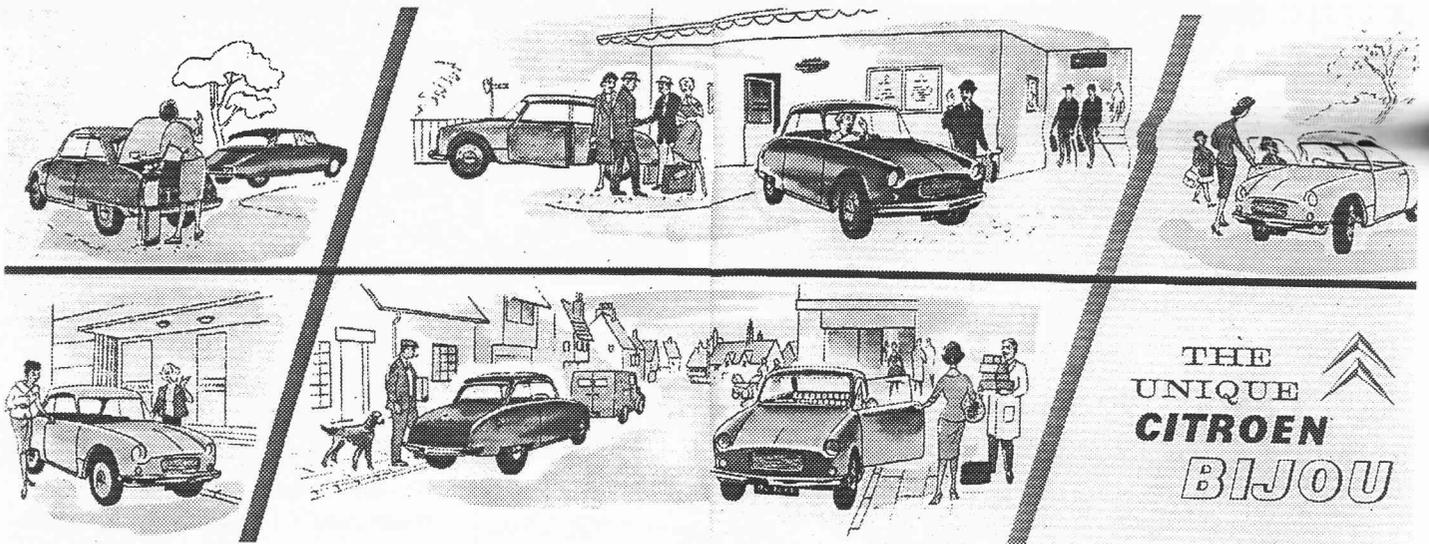
public that the 2CV represented not only a wonderful vehicle but a unique driving experience. To make the 2CV socially acceptable in the driveways of suburban Britain a new sleek[er] body, with a separate boot was deemed the solution. Without the facilities nor the financial

backing to tool-up for a steel body it was decided to utilise glassfibre.

Peter Kirwin-Taylor was retained to design a two-door, hard-top coupé. The car was to feature an ultra-modern aerodynamic bodyshape, with a drag co-efficient lower than contemporary Porsche or Ferrari, with more than a passing resemblance to the DS, which was by this stage also being built at Slough. Whilst it lacked the larger cars mechanical complexity, the designers rummaged through the DS parts bin to find door handles, minor controls and single-spoke steering wheel.

Original plans called for production of over 1,000 cars a year - four times the output of 2CVs. The production of moulds and the construction of the prototype was entrusted to local firm James Whitson & Company although production was transferred to C F Taylor Plastics Ltd. The design required only 11 mouldings, including the one-piece floor pan and construction should have been very simple, in comparison with the 2CV. Theory and practice differed and the project was dogged with problems from start to finish. Glass fibre moulding and assembly was, in the 1950s, in its infancy





THE
UNIQUE
CITROËN
BIJOU

and Citroën found themselves working on the leading edge of technology. The bodyshell suppliers had considerable difficulty in maintaining consistency of dimensions, even given the low volumes of production. This meant the fitting of variable dimension plastic to fixed dimension metal was fraught with difficulty.

Fitting the front and rear windscreens presented particular difficulties. Typical of the Sales and Marketing Department, they were anxious to announce the new, locally designed car to the Press. They had arranged for the Press to preview the car somewhat prematurely; the prototype not being actually ready. In fact only one man had learnt the particular knack required to fit the windows and two hours before the arrival of the Press neither of them were fitted. After frantic efforts front and rear screens were finally fitted, just as the Press party arrived. With a feeling of relief he stood back from the complete car, slammed the front door and with a loud explosion the

rear window popped out of the car and shattered at the feet of the journalists!

In 1960, during a demonstration week organised at Citroën dealers, two prospective customers were invited to take a test drive at the dealership in Newcastle. As the husband took the wheel, the salesman went round to close the passenger's door. He failed to notice that the lady's coat belt was hanging across the sill. He closed the door and the obstructing belt buckle forced the door off the hinges.

Whilst designed to look faster than the regular 2CV the plastic body was in fact heavier than the regular body. The Bijou did return better fuel economy figures [up to 10%] than the standard car thanks to its remarkably low drag co-efficient of just 0.37 - equivalent to the DS, and 30% better than the 2CV.

Launched to the British public at the Earls Court Motor Show in 1959, production began the following year.

The highly stylised 1960 Bijou brochure shows multi-faceted life that could be lead and enhanced by ownership of the Bijou. Its DS heritage is reinforced in the top left illustration where Mrs Bijou-driving, golf-playing Anglo-Saxon waves to her DS driving husband.

Unfortunately the BMC Mini was launched at the same Show and that put paid to Citroën Cars' hopes of success in the small car market. Even heavily disguised there was no way the British public could be persuaded to buy the Bijou in sufficient quantities to make the continuation of the assembly a worthwhile proposition. Production dribbled to an end in 1964, with most cars still unsold.

A total of 207 Bijou were made, four were exported [although records do not apparently tell where] and despite the rust resistance of the body only 34 are known to exist today.

BIZARRE DS ROADSTER ON SHOW

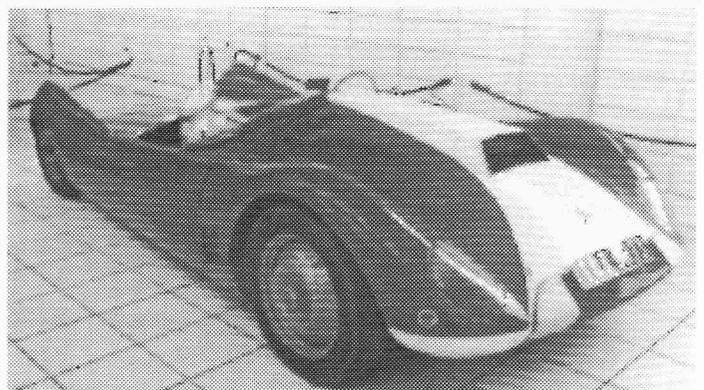
One of the most fascinating exhibits of the superb DS exhibition in the *Centre International de l'Automobile* in Paris was a bizarre DS Barchetta.

Built by André Ricou, a long-time Citroën loyalist who was responsible for some wild Tracton Avant conversions, this improbable sports racer employed DS mechanicals right down to the hydro-pneumatic assistance for the clutch and gearchange. The car started out in 1958 with DS panelwork for the bonnet, wings and doors and ran a 121bhp engine tuned by Italian Conrero.

After a few competition successes the DS Barquette (as the French say)

was rebodied with a swoopy be finned shell and, in this form, was good for 120mph. By then, Ricou was concentrating on lightened, smoothed-over DS saloons and two door versions of the 'Goddess' as subsequently used in rallying by Citroën itself. But luckily, the Ricou family decided to save the special.

Article appeared in Classic and Sportcar, July 1996.



HOW TO PICK A POM



This 1960 Slough-built DS19 shows a number of the unique features of these cars. The C-pillar mounted parking light, front number plate plinth and smaller headlamps and resulting larger bezel surrounds. Not easily seen is the black painted valance below the front bumper.

I am certain every member of CCOCA can readily identify when a Light Fifteen is not a Light Fifteen. Yes, it's when it's an Onze Legere. Rather less common in Australia, but still well known is renaming of the original '7' as the Super Modern Twelve for the British market. We can easily differentiate between English and French-built Traction. Leather trim, wooden dashboards and very British straight door handles and bumper bars are the standard give aways. But, when it comes to D-series cars, how many of us recognise the differences between a DS and a DW?

Now some of us I am certain will adopt the why should I care approach, but imagine your disgust if a member described your delightful Big Fifteen as a mere Normale! [Or the other way around for the Francophiles amongst us.] Of course both Big Fifteens and Normales are rather more common here than Slough-built D-series cars. It is estimated that of 8,667 Slough-built D-series fewer than 20 examples remain on the road today, world-wide. A similar number are believed to have survived, but are awaiting restoration. This means that to my certain knowledge CCOCA members own 10% of the world representation of these cars. Of course, there

may well be other members with Slough built Ds, either running or in restoration, about which I do not know. In the interests of all members and so you do not, as I did, offend the owner of a DW by calling it a DS, here is 'The Idiots Guide to Slough Ds'.

THE BRITISH DS19

Slough-built cars can be recognised from outside most easily from the front. The bumper bar is chromed [by Pyrene, as were Traction bumpers] rather than stainless steel and is fitted with a special plinth to hold the number plate; it being a requirement of UK Ministry of Transport that the number plate be mounted both vertically and flat. French cars have the number plate following the curve of the bumper. Below the front bumper, the valance is black rather than body coloured and the marque is in gilt or chromed script on the bonnet.

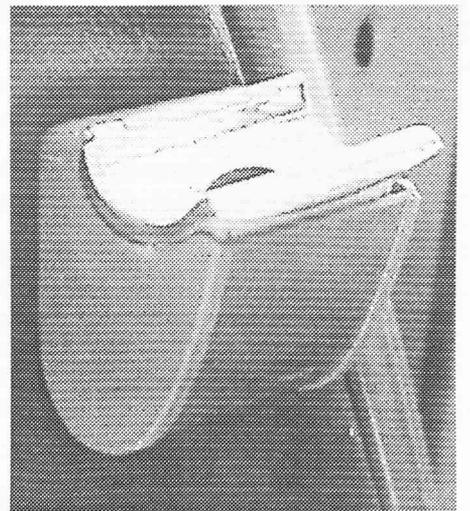
From the side, until October 1959 the B and C-pillar trims are plain stainless steel, painted to match the roof, as French cars. But from then a fluted alloy trim was used. Rear indicator trumpets are always chrome or stainless steel - early French cars have red or brown plastic trumpets. The actual rear indicator lenses are bulbous and protrude from

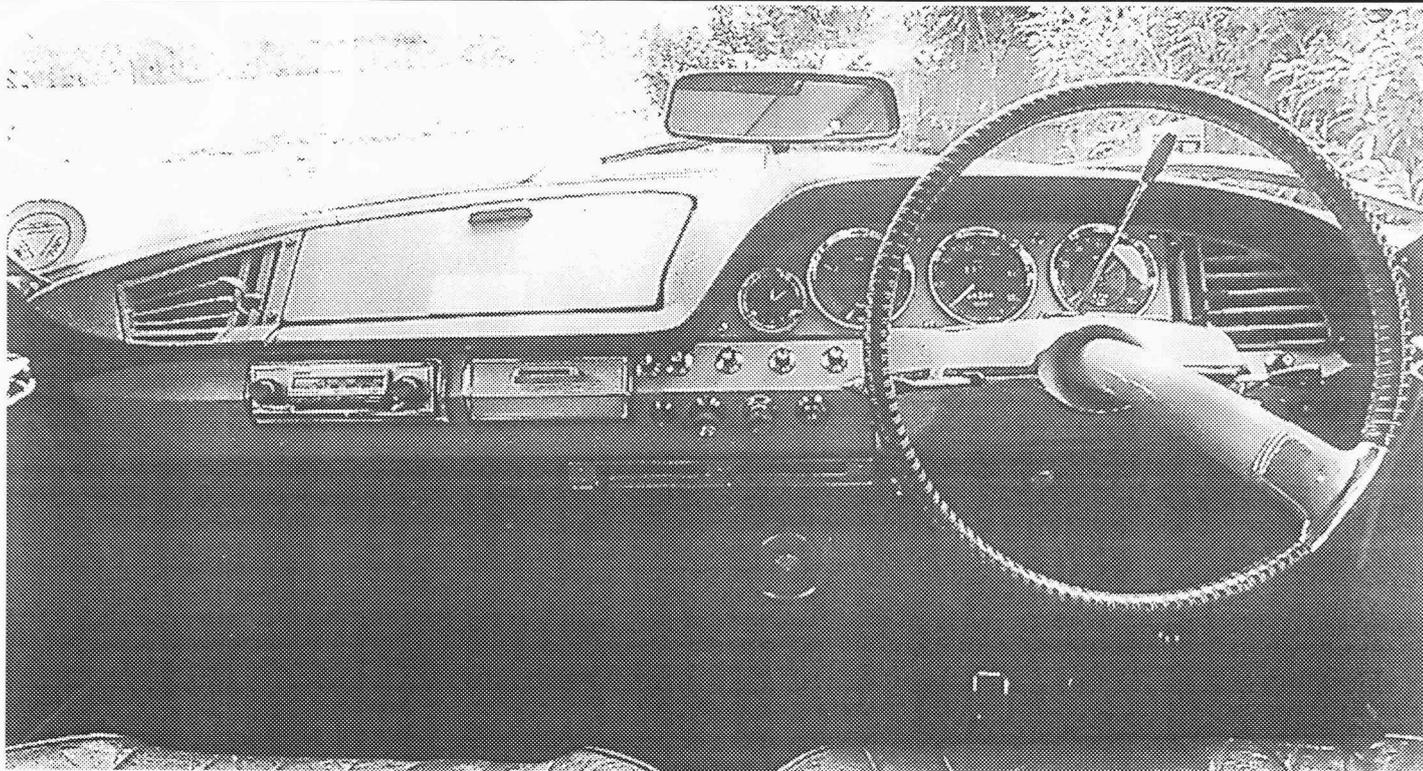
the trumpet, unlike the French recessed lenses.

From the rear, the reflectors and round Lucas tail lamp lenses with two reversing lights are the point to easily note. The reflectors, originally lozenge-shaped were replaced by triangular affairs in October, 1959.

The interior is recognisable for its Connolly or Bridge of Weir leather facings and matching or contrasting leathercloth

Each door is fitted with an ashtray on Slough-built cars.





This 1966 Slough car has the second style of dashboard. A mirror image of the French equivalent, it features three large Smiths dials, including a tachometer, and may have inspired the French use of round dials on the 1969 D dashboard, used in all markets.

door trims and each door was fitted with an ashtray.

For the really enthusiastic you can check the width of the bezel that surrounds the headlights, check whether its paint is an English or French colour or become really technical and check which of the four unique dashboards was used.

THE DS19M

Until 1961 Slough-built Ds, whilst visually different from French cars, were basically mechanically the same as those constructed at Quai de Javel. But in that year the DS19M was produced as a prototype. This has a manual, rather than semi-automatic gearbox but unlike the ID model still benefited from fully powered braking and steering. Supplied to the Buckinghamshire Constabulary, it became the personal transport of the Chief Constable.

It was not until 1963 that this car entered the Citroën catalogue, when it was designated the DW. The launch of the model followed the development of a high performance conversion of the ID19, by Citroën dealer, Connaught Cars. Originally, Connaught bought vehicles from Slough and undertook the 'GT' conversion which raised output for the standard 66bhp to 90bhp and enhanced low-end torque. However, the output of DWs remained 83bhp, as the standard DS19.

In September, 1965 the DS19M was replaced by the DS19A [coded DL], fitted

with the new 90bhp, 1985cc engine, but retaining the four-speed manual gearbox.

THE DS21 Pallas

With the launch of the DS21 Pallas, in September, 1965 the task of differentiating between French and British-built cars becomes rather more difficult. Leather trim remained standard on the Slough cars, but it was an option of French cars. Head rests were also standard and are bolsters extending the full width of the seat and fixed to the backrest by long chromed bars extending down each side of the seat.

Easiest way to pick a Slough car is the substitution of a double chevron badge on the C-pillar for the French DS motif.

THE ID19

Whilst the aim behind the British ID was the same as the French - to provide a lower priced entry vehicle to the D-series, the British car was not the budget model offered to the French middle classes.

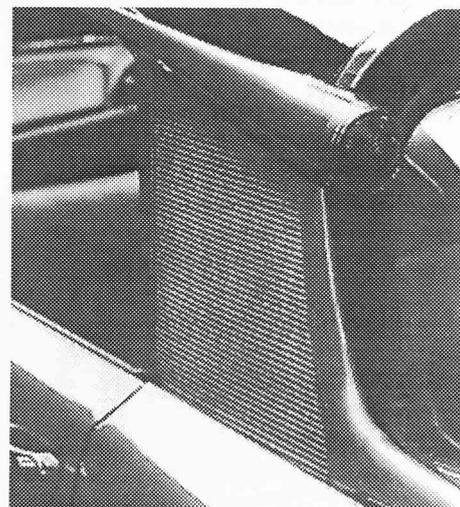
The British car, the ID19 de Luxe, was trimmed and equipped to the same level as the DS with the exception of the lower output motor and removal of the hydraulically-operated steering, braking and gear selection. Power steering became an option in 1963.

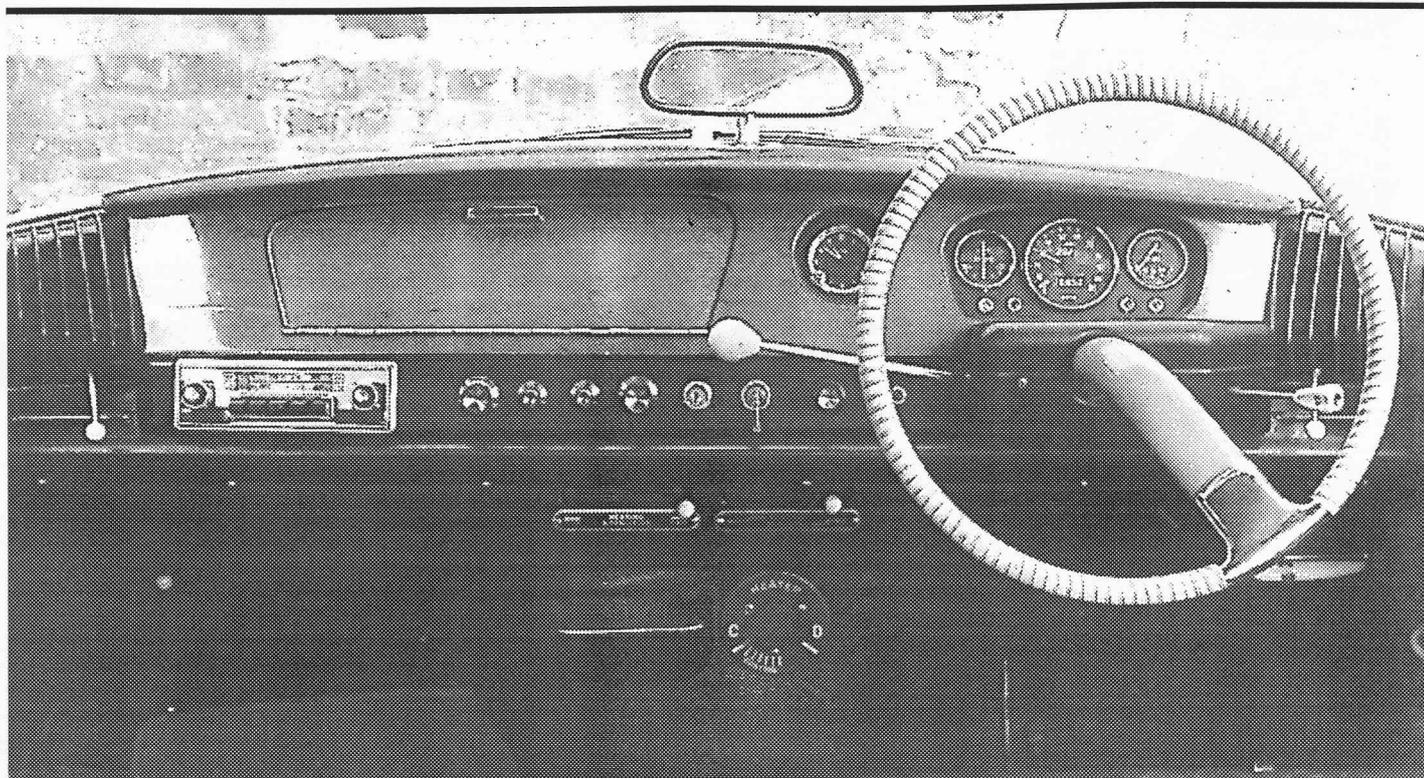
The roof of the ID was always painted aluminium, unlike French cars and either matched or contrasted with the body colour. All this makes model differentiation from outside very difficult. But early

Slough IDs as distinguished by wooden dashboard trim. Between 1958 and 1964 three designs of dash were used and they were made by the same craftsmen who had produced timber dashboards for the Traction.

Until September, 1964 all IDs had leather trim. From then a synthetic material was used, but the introduction of the ID Super at the same time retained leather and added a full-recline feature and power steering was standard.

This shows the fluted C-pillar, introduced in October, 1959 and the protruding turn indicator lens supplied by Lucas for Slough production.





A fine example of the third style of walnut ID dashboard fitted only in 1963 and 1964. This is similar to the dash featured on club members Mark Beran and Adam Shiels' blue Break.

THE SAFARI.

In September 1959 a right-hand drive version of the ID19 Break joined the DS and ID sedans at Slough, followed in October 1963 by the ID19 Familiale. Known in the UK as Safari and Tourmaster respectively.

Recognition is made fairly simple - French cars all used gray rooves whilst British cars, like their sedan equivalents, have painted rooves that either match or contrast with the body colour

and are fitted with DS-type wheel trims. As with sedans, a pair of reversing lamps are also fitted, although on Breaks they are on the lower section of the tail gate.

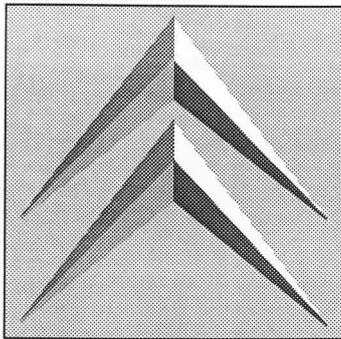
This article represents just a small part of the rich detail that can be found in John Reynolds' and Jan de Lange's excellent new book 'Original Citroën

DS', published by Bay View Books. It sells for around \$45, or a copy is now in the CCOCA Library.

Described as the restorer's guide to all DS and ID models from 1955 to 1975 it covers sedans, estates and convertibles and includes an excellent section on the cars produced at Heidelberg, Victoria. This chapter features Ferdi Saliba's beautiful black ID19 'Parisienne', which was also featured in 'Front Drive' in 1995.

SLOUGH MODEL GUIDE

MODEL	CODE	GEARBOX	ENGINE	CAPACITY	POWER	DATES
DS19	DS	hydraulic	DS19	1,911cc	75bhp	Jun '56 to Apr '61
	DS	hydraulic	DS19	1,911cc	83bhp	Apr '61 to Sep '65
DS19M	DW	manual	DS19	1,911cc	83bhp	Oct '63 to Sep '65
DS19MA	DL	manual	DY	1,985cc	90bhp	Sep '65 to Feb '66
DS21 Pallas	DX	hydraulic	DX	2,175cc	109bhp	Sep '65 to Feb '66
DS21M Pallas	DJ	manual	DX	2,175cc	109bhp	Sep '65 to Feb '66
ID19	DM	manual	ID19	1,911cc	66bhp	Mar '58 to Sep '64
	DM	manual	ID19	1,911cc	75bhp	Sep '64 to Sep '65
	DE	manual	ID19	1,911cc	81bhp	Sep '65 to Feb '66
ID Super	DM	manual	ID19	1,911cc	75bhp	Sep '64 to Sep '65
ID Safari	DM	manual	ID19	1,911cc	66bhp	Sep '59 to Oct '63
	DM	manual	DS19	1,911cc	83bhp	Oct '63 to Sep '65
ID Tourmaster	DM	manual	DS19	1,911cc	83bhp	Oct '63 to Sep '65
ID Safari S2	DJ	manual	DX	2,175cc	109bhp	Sep '65 to Feb '66



NEWS FROM CITROËN AUSTRALIA

Commercial winner appraised for Australia



Citroën Australia is currently reviewing the European 'Van of the Year', Citroën's Berlingo, with a view to importing it to Australia.

The Bertone styled Berlingo is a versatile and innovative commercial vehicle that sees duty in a wide variety of configurations including a work-a-day 'blind' van, a people mover and a cab chassis.

Berlingo has become Citroën fastest selling light commercial vehicle ever and has helped Citroën secure its biggest share of the small van market. Berlingo received its 'Van of the Year' accolade from a panel of commercial vehicle motoring journalists and the European Motor Design Award for 1997 from 'Designers', a Belgian organisation entrusted with European design evaluation.

Governing Director of Citroën Australia, Neville Crichton, said the Berlingo

represents a refreshing and stylish alternative to 'high cube' vans. 'This unique design combines class beating load dimensions and carrying capacity capable of taking a standard European pallet, with the highest levels of car-like refinement, safety and driveability.

European specification see the light commercial available with a choice of engines including 1.4L and 1.8L petrol and 1.9L diesel. The 1.4L petrol engine is available on passenger models and all are four cylinder units with five speed manual transmission driving the front wheels.

Depending on the model, payloads of between 475kg and 800kg are available. Safety equipment includes pyrotechnic seat belts, side anti intrusion beams, ABS, air bags and a variety of other life protecting and life saving technology.

Class leading noise suppression is provided by close attention to detail and specific NVH reduction features including an acoustic floor plan which filters out noise and vibration before it reaches the cabin.

Access to the load area is facilitated by large vertically hung cargo doors that open 180 degrees.

The cargo area has an entrance 1.15m high, 1.19m wide and rear bumper capable of taking a 150kg loading.

Three types of load stops are provided inside, six lashing points are positioned along the side of the vehicle.

The Berlingo can be fitted out to meet specific requirements including a novel hinged roof flap, available as an option to transport long loads.



V6 Xantia gives power boost to Xantia range

Press release information from Citroën UK just received confirms that Citroën's highly successful Xantia range is to be strengthened with the launch of new 3.0 V6 motor adding extra performance and sophistication to the range which already offers class leading comfort and stylish good look.

The new 3.0 V6 Exclusive boasts an unparalleled blend of comfort, convenience, performance and price. Coupled to a new state-of-the-art 'intelligent' Auto Adaptive gearbox, the V6 Xantia Exclusive offers performance ahead of automatic versions of similarly priced but lesser powered V6 rivals from Ford, Vauxhall and Renault and in line with more expensive six cylinder automatics from Audi, Mercedes and BMW.

With a maximum speed of 140 mph and 0 to 60 mph acceleration time of just 8.3 seconds the new 194 hp Xantia Exclusive provides effortless high performance to match up-market rivals.

Maximising Xantia's performance figures, as well as minimising fuel consumption, the new alloy 60 degree V6 3.0litre features an advanced Bosch MP7.0 self adapting engine management computer which, together with an acoustic inlet manifold, give almost 90 per cent of its maximum 197 lb ft torque at just 2,000 rpm.

Engine efficiency is maximised through a high compression ration of 10.5:1 and a low tickover speed of 650 rpm helps minimise fuel consumption. The need for oil top ups between services is virtually eliminated with a two litre max/min tolerance whilst the cambelt design offers a 100,000 mile service life.

With its technically advanced intelligent Auto Adaptive gearbox, the Xantia V6 Exclusive provides refined and flexible performance as well as all the convenience of a traditional automatic with the pleasure of a manual.

The state-of-the-art computer controlled transmission adapts to each driver's style, vehicle load, engine information and even road characteristics through a series of 12 shift patterns, three torque converter lock-up modes and a choice of Normal, Sports and Snow driving settings.

Unlike many conventional automatics, the new Auto Adaptive gearbox simulates

manual driving characteristics for added driving pleasure. It adapts to different driving scenarios and can provide engine braking on overrun and downchange when braking to ensure the car is in the optimum gear for subsequent acceleration. It can also prevent unwanted upchanges when the accelerator pedal is lifted - especially useful for fast cross-country driving.

The 88 channel transmission computer is in permanent communication with the engine management computer to select the optimum shift pattern. Six shift patterns are available in the Normal mode to adapt to:

- Steady open trottle road conditions
- General purpose town and country motoring
- Harsh driving conditions
- Steep gradients and winding road motoring
- Sports style driving
- Extreme sports driving conditions

In common with all the top of the range Xantia models, self-levelling Hydractive computer controlled suspension provides a class leading combination of high quality ride, agile handling and secure roadholding whilst upgraded brakes are fitted in line with the increased power.

The new 'Exclusive' trim level features levels of comfort and refinement in keeping with the executive image. The front seats incorporate multi-position electric control and are electro-pneumatically adjustable for lumbar, dorsal and side support. Wooden inlays on the dashboard and doors complement the leather upholstery whilst standard equipment includes automatic air-conditioning, twin airbags, CD player, cruise control, coded keypad engine immobiliser and an indexable passenger door mirror that automatically adjusts to aid rearward vision when reverse gear is selected.

Externally, unique alloy wheels, deeper front spoiler with larger air intake, twin exhaust tail pipes and subtle badging complete the distinct look of the Xantia V6 Exclusive. The new model goes on sale in June in the UK.

Citroën Australia are looking seriously at this exciting new model for the Australian market.

TECHNICAL SPECIFICATIONS OF THE 3.0LITRE V6 XANTIA EXCLUSIVE

EQUIPMENT

- Auto adaptive gearbox
- Automatic air conditioning
- Cruise control
- Indexable passenger door mirror
- Multi adjustable electric front seats
- Six speaker RDS radio Cassette
- Compact disc autochange player
- Electric front and rear windows
- Electrically adjustable/heated door mirrors
- Front fog lights

STYLING

- Leather interior
- Wood inlays
- Alloy wheels
- Protective side mountings
- Metallic paint
- Body colour painted fittings

SAFETY AND SECURITY

- Driver's airbag
- Passenger airbag
- ABS
- Front seatbelt locking
- Side impact protection beams
- High level third brake light
- Remote control central locking/deadlocks
- Coded anti-theft engine immobiliser
- Two way anti theft alarm

ENGINE

- Capacity - 2,946cc
- Cylinders - V6
- Bore and Stroke - 87mm x 82.6mm
- Compression ratio - 10.5:1
- Max Power DIN - 194hp at 5,500rpm
- Max Torque DIN - 197lb ft at 4,000rpm

TRANSMISSION

- Gear ratios

1st -	0.3680
2nd -	0.6750
3rd -	1.000
4th -	1.3895
- Final drive 20 x 69
- Speed mph/1,000rpm

1st -	7.06
2nd -	12.94
3rd -	19.18
4th -	26.64



1997 ANNUAL GENERAL MEETING

As noted in the Editorial, the committee has decided that the minutes of the AGM and the financial statements, as audited should be printed for the benefit of members. This will allow members who were present - of whom there were a good number - to be sure that the minutes are a true report of the Meeting but also to allow our many country, interstate and international members to be aware of the official activities of the Club.

Should any member's have any queries regarding these minutes, or the general running of the Club, naturally the Committee would be pleased to hear from them.

Peter Fitzgerald
President.

Minutes of Annual General Meeting Held Wednesday 26th March, 1997.

- 1 The Annual General Meeting of Citroën Classic Owners Club of Australia, Inc. was declared open at 8.15 p.m. by the President, Leigh Miles.
2. The minutes from the 1995/6 Annual General Meeting were presented. Motion was proposed by John Couche and seconded by Ted Cross, to accept minutes as a true and correct record. Accepted unanimously.
3. Reports were presented by Committee members as follows.
 - 3.1. Secretary's Report was presented by Sue Bryant, as published in Front Drive, Volume 20, Issue 7.
 - 3.2. Treasurer's Report was presented by Ted Cross, as published in Front Drive. Audited financial statements were circulated. Ted Cross noted that the bank balance had increased by about 15% since last Annual General Meeting. In the past the magazine has not cost CCOCA anything to produce, but this was no longer the case, so next year a result closer to break even should be expected. The format of the financial reports has changed to comply with Corporate Affairs requirements.
 - 3.3. Activities Officer's Report was presented by Peter Fitzgerald, as published in Front Drive. Aim was to increase the profile of CCOCA and events such as the Concours held in Swanston Street helped to achieve

this aim. There has also been a welcome increase in promotional assistance from Citroën Australia.

- 3.4. Spare parts Officer's Report was presented by Leigh Miles for Mel Carey, as published in Front Drive. Suggestion was made by the meeting that spare parts prices should be published in the magazine to give at least an indicative cost.

- 3.5. Editor's Report was given by Bill Graham. Bill Graham reported that he had only functioned as editor for part of the year, due to Raid and other commitments. Gap has been ably filled by Leigh Miles and Peter Fitzgerald, who have improved the quality of the production.

Bill Graham does not intend to seek re-election as he is now satisfied that the magazine has achieved the level of professionalism that he had hoped for during the eight years that he has had involvement in producing the magazine. He feels that the time is right for him to become more involved in other projects.

Peter Fitzgerald noted that the quality of Front Drive has lead to an increase in overseas members.

Leigh Miles proposed by a vote of thanks to Bill Graham for his efforts. This was seconded by John Couche who said that Front Drive compared well with overseas publications such as the Traction Owners Club Magazine. Motioned was endorsed by all present.

- 3.6. President's Report was presented by Leigh Miles, as published in Front Drive. Leigh intends to stand down as President, having served the maximum of three terms allowed under the constitution. Vote of thanks was proposed by Peter Fitzgerald and endorsed by all present.

4. Officer Bearers for 1997/98.

The 1996/97 Committee then retired for the election of officer bearers and confirmation of non-elective positions. The chair was taken by Peter Simmaneur.

Non Elective Positions were confirmed as follows:

Club Shop	Leigh Miles
Public Officer	John Couche
AOMC Representatives	Russell Wade and Ted Cross
Librarian	Robin Smith
Safety Checks	Russell Wade, Peter Boyle and Mel Carey

Nominated for elective positions were received as follows:

President Peter Fitzgerald
Nominated by Leigh Miles,
Seconded by Mel Carey.

Secretary Sue Bryant
Nominated by Mel Carey
Seconded by Peter Fitzgerald

Treasurer Ted Cross
Nominated by Leigh Miles
Seconded by Sue Bryant

Editor Leigh Miles
Nominated by Sue Bryant
Seconded by Mel Carey

Spare Parts Mel Carey
Nominated by Leigh Miles
Seconded by Peter Fitzgerald

Committee Post Mike Neil
Nominated by Leigh Miles
Seconded by Mel Carey

Activities
No Nominations received.

Leigh Miles nominated and John Couche seconded Graham Barton for Activities Officer. Graham declined.

Leon Sims suggested that Committee could co-opt more than one person.

As no further nominations were received for the elective posts these people were declared duly elected by Peter Simmaneur.

5. Peter Simmaneur said that as a member, he thought the 1996/97 Committee had done a good job and that the Club is on a good basis going forward. The Club has a sound financial base and good judgement has been shown by the Committee. Peter then vacated the chair.
6. Peter Fitzgerald thanked Peter Simmaneur for chairing the meeting.
7. Annual General Meeting was concluded at 9.20 p.m. and refreshments were served.



**Consolidated Statement of Receipts
and Payments for the Year Ended
28 February, 1997.**

The Financial Statement presented on the next page differs from those presented at the AGM to the extent that the Statement for Club Shop which was presented as a separate document has been modified to be included with the balance of the accounts presented.

In my opinion, and on behalf of the Committee of Citroën Classic Owners Club of Australia Incorporated, the above statement of receipts and payments is properly drawn up so as to fairly present, in accordance with the cash basis of accounting, the cash receipts

and payments of Citroën Classic Owners Club of Australia Incorporated for the year ended 28 February, 1997 and its bank balances as at that date.

EA Cross
Treasurer.

	Tot 97 \$	CBA Gen Acct 97 \$	CBA Parts Fund 97 \$	CBA All French Day 97 \$	CBA Iain MacKerras Mem Trt 97 \$	Club Shop 1997 \$
OPEN BAL	\$12,815	\$8,164	\$1,908	\$794	\$1,043	\$906
RECEIPTS						
Memb Subs	\$4,014	\$4,014				
Events Income	\$4,820	\$4,820				
Sponsorship	\$360	\$360				
Interest	\$336	\$210	\$52	\$21	\$53	
Miscellaneous	\$628	\$628				
SALES						
Parts	\$9,403		\$9,403			
Club Shop	\$1,492	\$190				\$1,302
Total Sales	\$9,593	\$190	\$9,403			\$1,302
Total Receipts	\$21,053	\$10,222	\$9,455	\$21	\$53	\$1,302
PAYMENTS - OPERATING						
Functions [includes venue hire, insurance, catering etc.]	\$4,656	\$4,656				
Post and Freight	\$1,874	\$1,222	\$652			
Room Hire	\$250	\$250				
Bank & Int charges	\$218	\$194	\$24			
Corporate Affairs	\$32	\$32				
Subsidy: Syd. Din.	\$139	\$139				
Miscellaneous	\$263	\$263				
PAYMENTS - STOCK AND OTHER LIKE ITEMS						
Parts stock	\$8,799	\$347	\$8,452			
Club Shop Stock	\$904					\$904
T-shirts	\$197	\$197				
Books for Library	\$400	\$400				
Total Payments	\$17,732	\$7,700	\$9,128			\$904
Excess of receipts over payments	\$3,322	\$2,522	\$327	\$21	\$53	\$399
CLOSING BALS	\$16,137	\$10,686	\$2,235	\$815	\$1,096	\$1,305



President's Report from the 1997 Citroën National Rally

At the Presidents Meeting held at this years Citroën National Rally on the Sunday evening the following was discussed by the Club Presidents or their Representatives.

The Time table agreed up on for the future Citroën National Rallies is as follows:-

10-13 April 1998	WA
2-5 April 1999	CCCV
21-24 April 2000	NSW
13-16 April 2001	ACT
29 March - 1st April 2002	TAS
18 - 21 April 2003	CCOCA
9 - 12 April 2004	QLD
(Dates N/A) 2005	SA

CITROËN CONFERENCE

The general consensus was that the trial of a Citroën Conference at this year's Rally had worked well, and in view of this should be featured at forthcoming rallies. The advantages of such a forum is that it provides a venue for discussion of issues that have national significance, as well as discussing topics unique to the Citroën marque

A NATIONAL FORUM FOR COMMUNICATIONS

A significant issue to come out of the conference was that a national forum to communicate what is happening in our state clubs to others be firmly placed on the agenda

CCOCA stated that they were prepared in principle to offer a means of communications for local state clubs to report on their activities, events, specific projects and important issues.

This could be done via a 'State Page' in their magazine 'Front Drive' which is received by all Citroën Clubs and has many members across Australia and internationally.

CCOCA wished to make it clear that they were not being perceived to be attempting to dominate other clubs, but rather off a venue for a national 'voice' so that all Clubs around Australia can become better informed.

I (Rolf Breyer) indicated that our own club would be most interested in being a contributor to this.

SPARE PARTS.

Another important issue raised (and strongly supported) was for a better network of spare parts suppliers across Australia.

Various Clubs may have particular specialities or projects in re-manufacturing parts.

With better networking and 'cross-pollination' between Club spares schemes and/or suppliers, state Clubs could make better use of resources by not having to re-invent the wheel and duplicating services, but rather complement existing schemes.

There are clear advantages to Club members, for example a Club may have a project involving the re-manufacturing of specialised parts which could be useful to Club members around Australia.

A bigger customer base can result in a better unit price with a bigger volume of sales. With the older model Citroëns this is an important issue and will assist in keeping our cars on the road.

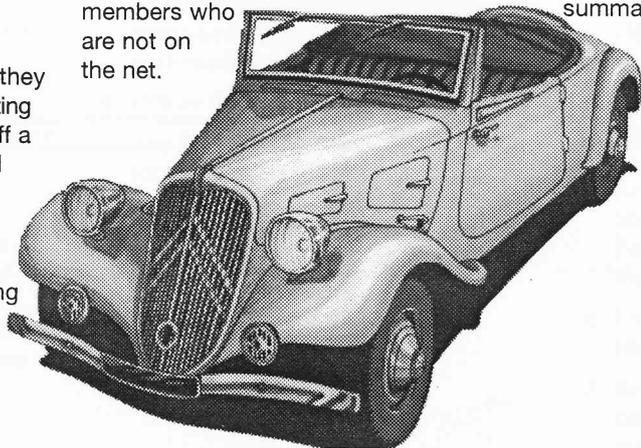
THE IMPACT OF THE INTERNET.

The issue of the internet was raised and we already have CCCNSW on the net.

Other Clubs are also planning to do this, and will help with improving inter-club communication.

CCCNSW have a list of Citroën friendly repairers on their web pages.

Building a profile of national repairers and spare parts suppliers is a project that would have to be of benefit to us all, especially when travelling interstate. This can be easily printed off the net and communicated via Club magazines to members who are not on the net.



RESULTS OF THE 1997 NATIONAL CITROËN RALLY MOTORKHANA AND NOVELTY EVENTS.

For the record, the state aggregate scores for the Motorkhana were as follows:

1st	SA	11.5492
2nd	QLD	12.8562
3rd	Vic	134.0447
4th	NSW	13.1977

(These figures are compiled by adding up the 3 best competitors results. from each state).

Club Citroën of South Australia has won the right to hold the much coveted "Easter Motorkhana Interstate Competition Perpetual Trophy" till the next Easter Rally in WA.

The "Maxim Motors State Novelty Event Perpetual Trophy" was won this year by the CCCV team who have taken the highly sort after trophy home to Victoria with them.

The results of the State Novelty Event were as follows:-

1st	CCCV
2nd	WA
3rd	SA
4th	CCOCA
5th	QLD

These trophies are becoming a valuable source of information with some history now attached to them. They give us an idea how long these rallies have been going and who has been involved in the club activities in the past.

Its up to us to keep that tradition going and add our own history to it.

On that note I shall conclude this summary of the national rally and look forward to working with you on some of the issues that have come out of the Citroën Conference

Rolf Breyer
President Club Citroën of
South Australia Inc.

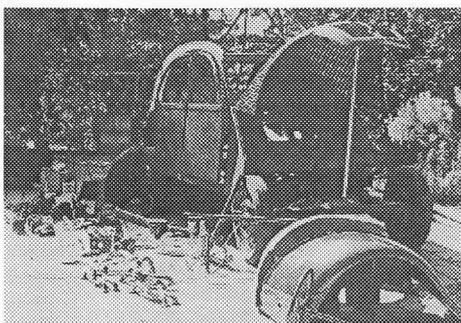


CCOCA classifieds

CARS FOR SALE

1955 SLOUGH BUILT 2CVS X 2
plus huge collection of spares

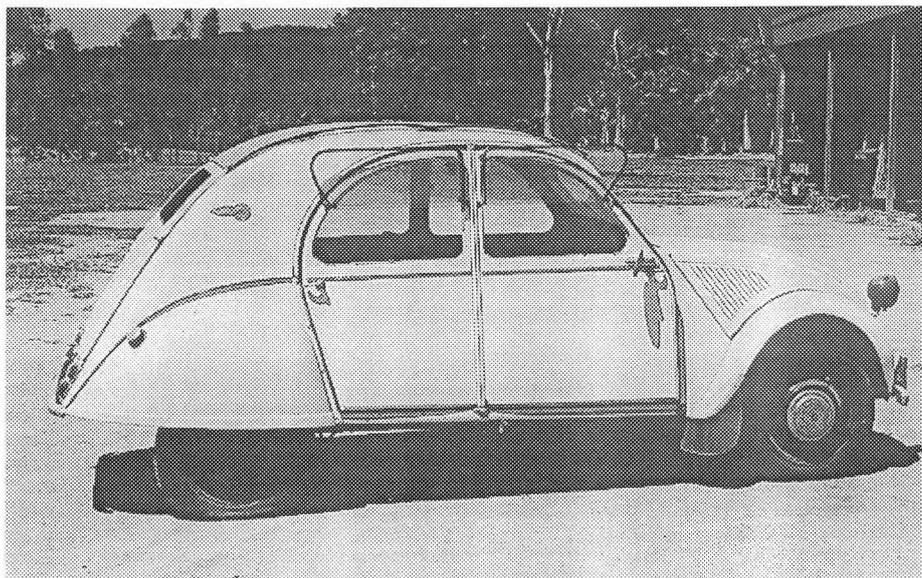
Car #1 - Firewall body no SA 55 266 (1955 model, 266th on production line). Restoration 80% complete, all panels and interior have had final burgundy coat of paint. Exterior of body has one coat to go, paint and formula included. New 135 x 400 tyres (5), engine overhauled and running, new pistons and cylinders. All new glass, door and misc other rubber and seals. Everything needed to complete except fabric seat covers, hood and other soft interior trim. Around \$10,000 spent excluding original purchase price.



Car#2 (see below)- Body no. Sa 55 254 Chassis no. 855 1086 1955 model. Owned by a friend of mine 1969 - 1995 running condition, unregistered, complete - original seat covers

Huge quantity of spares including running engine, chassis and running gear from 1961 French car, New crankshaft, good gearbox etc.

For further info and photos contact Arthur Johnson (0418) 777 156. \$12,000 (firm) the lot - will not split



CITROËN DS23

Automatic 1975 model Reg February, RWC, mechanically very good condition. colour - Beige body Cream Roof \$8,000 Negotiable Ring Bill (03) 9249 4514 (BH (054) 264 013 (AH)

CITROËN GS 122CLUB

2 owners, V Good original condition. ex body and interior. Must sell \$2,800 or nearest offer Call Mark 041 143 2256

TWO 6 CYLINDER TRACTION AVANTS

rusted but plenty to complete one car also Light 15 block ID19 head Cars are situated at fish Creek/Waratah Bay (Vic) Contact Mick Scates (056) 832 365

CARS WANTED

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

CITROËN ID/DS19 Green fluid Must be good clean reliable car as no garage space for total restoration. Registered preferred. Up to \$3,000 for the right car. Contact Dean Hobson, 54 Ballarat Street, Yarraville, Victoria. Ph.(03) 9689 4173

CITROËN DS

Must be in excellent original condition, or well restored. Reply in the first instance to Mel Carey at TRA, on the usual number, with details and photos.

LIGHT 15/BIG 15/BIG6

Must be complete, body in good condition, prefer Running/reg. Phone Steve Muir (08) 9450 2874 or post details/photos to 4/22 Axford Street, Como 6152

IMPORTANT NOTICE ABOUT THE VICTORIAN CLASSIC REGISTRATION SCHEME

New books with current regulations are available through CCOCASHOP. It is a condition of your registration that the most current book be held by the registered owner and this

MUST

at all times be carried in the classic vehicle.

Contact Leigh Miles
(03) 9888 7506

ALSO

Your rego papers **MUST** be signed by the CCOCA Secretary to be validated. Check yours

PARTS FOR SALE

GS PARTS

All parts available.
Phone/Fax [03] 5152 1040

DS WATER PUMP

Suitable for air-conditioned model with triple pulley. Modified with extra bearings, to last longer! Supplied on change-over basis. Phone /Fax [03] 5152 1040.

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



talkingtechnical

SPARE PARTS OFFICER - MEL CAREY

NEW AND/OR INTERESTING RECENT ARRIVALS TO STOCK.

Clutch plate and pressure plate
Gearbox mainshaft seal
Exhaust valve
Oval bung for engine bay
Rear panel under boot lid between mudguards
11BL overriders
11BL/L15 aftermarket crank handle hole cover
11BL/L15 'wings' for crank hole cover
Inner rubber seal for petrol tank neck
6-cylinder return springs for later model air flaps beside grille
6-cylinder water jackets for head and block
11B cover for crank handle hole
Small boot spare wheel cover retaining bolt and wingnut
Left and right bonnet slides
The CORRECT top and bottom radiator hoses
NEW improved style output shaft seals
11B crank handle
11B starter and choke cables
11B dash light regulator
Door kick strip

Please 'phone anytime on either the mobile number during working hours or the after hours number. If you get the recorded message on the after hours number, please leave clear instructions or 'phone me me back.

Most of our out-going calls for the Club are STD. If you have not left a full and complete message these calls can be both long and expensive. If you have left a complete message I can collate the information you need before I ring you back, otherwise we simply waste time and money.

To put it bluntly, if you do not leave a more complete message than 'Please ring me back', I may well not do so. If you are placing an order and have access to a fax, it is easier and cheaper to fax you with parts availability rather than ring.

So, in the words of Mitsubishi, 'Please consider'.



You can now
use your
credit card
to purchase
your parts



And that means you can now pay for your subscriptions, rally fees, and not to mention the all important spare parts in a more convenient way

SPARE PARTS FUND

The spare parts fund members receive a 10% discount on parts purchased through CCOCA spare parts with a new member fee of \$100.

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. This benefits all members plus is an additional bonus for Parts Fund members.

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

Current members are:

J. Couche	M. Carey
M. Neil	R. Little
R. Brundle	A. Begelhole
B. Grant	D. Moore
G. Propsting	L. Miles
A. Protos	B Rogers
W. Burkhardt	A Scales
F. Kidd	J. Grieve
D. Crossman	J. Smart
C. Bennet	D. Hayward
P. Simmenauer	W. Seidel
G. Carson	J. Cox



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA INC.

Australia's National Citroën Car Club

