

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROËN OWNERS AND ENTHUSIASTS

APRIL/MAY 99
VOL 23 ISSUE 1

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THE HILLS**

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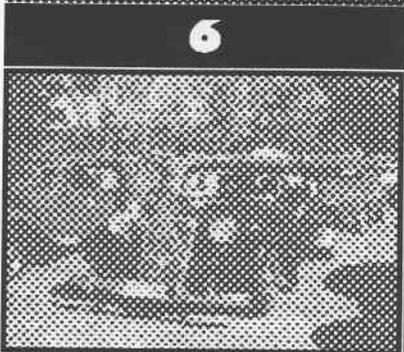
FRONT DRIVE

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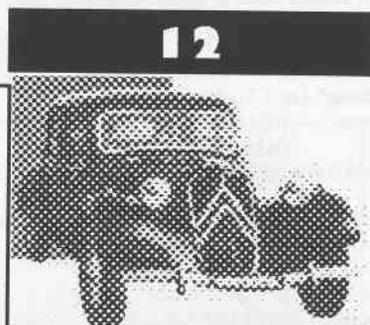


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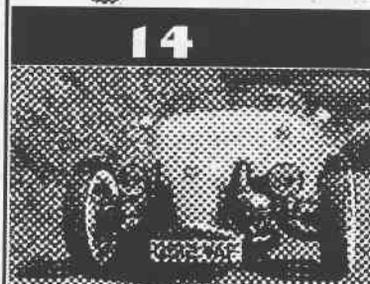
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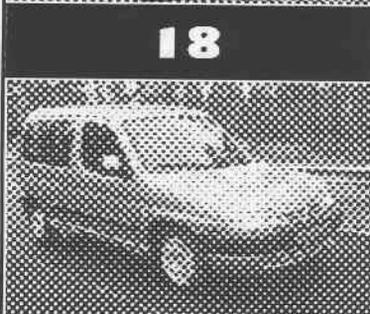
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POSTAL ADDRESS

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CCOCA MEMBERSHIP

Annual Membership \$30
Overseas Postage Add \$9

LIFE MEMBERS

NANCE CLARK 1984
JACK WEAVER 1991

CCOCA memberships are due on the 25th of March, each year and run until the following March.

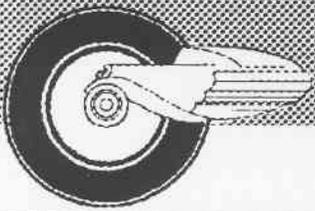
CCOCA MEETINGS

Every fourth Wednesday of the month, except December, at 8pm
Venue:- Canterbury Sports Ground

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from the desk

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Mel Carey

AOMC REPRESENTATIVES
Ted Cross
Leigh Miles

Who is this new Editor? He is a recycled Citroen enthusiast from the days when CCOCA started life as the Classic Register of the Citroen Car Club. During this embryo period of CCOCA we organized the first event that was to be known as Oztraction. The meeting was between South Australia and Victoria at Swan Hill and was reported in the very first "Front Drive". Many of those early committee members have moved on although Gerry Propsting has continued with the Marque.

My interests shifted to sports cars, as I also owned an MGB and MGA along with two L15s and a B6. During this time I had joined the MG Car Club and consequently became a committee member. Over the next 12 years I filled the positions of Club Shop, Public Relations, Editor, Membership Secretary and Club Captain. During this time I also founded "Friends of Rob Roy", a very rewarding fundraising project that assisted the MGCC to resurrect the historic Rob Roy hillclimb venue.

Although the Citroens left the garage I never lost the desire to own another Traction. When changing employment a little over two years ago I had the opportunity to convert some of my long service leave into my favorite model L15. An English '51 model with sunroof and easy clean wheels. Over the last twelve months it has been sitting in the garage with my Alfa Romeo 105 Coupe and the Mini that my two sons drive in MG Car Club motorkhanas.

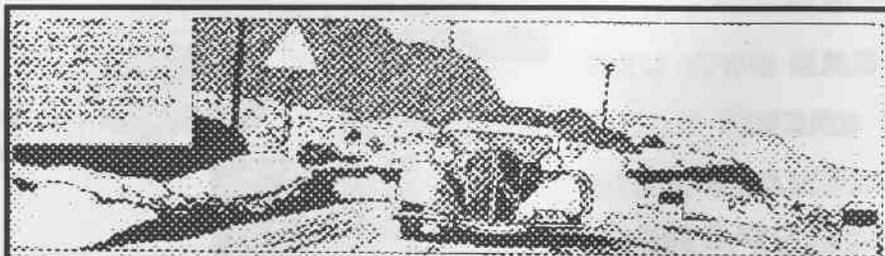
By taking on a committee role with the club I'm hoping it will shame me into getting the car on Club Permit plates and then taking on a more social involvement in the club. Being Editor will also help me to get to know more of the members.

Having become aware that a high percentage of our members are interstate and in country areas places even more importance on Front Drive. In many cases Front Drive is the only contact with the club for some members. My initial aim for Front Drive is to maintain the standard of quality achieved by recent past editors, Leigh Miles and Peter Fitzgerald. It's with their assistance that this issue of Front Drive comes to you. Having almost a complete collection of Front Drives from Vol. 1. No 1 to the last issue, I can only feel privileged, yet apprehensive that the journal has been passed onto me for safekeeping. After 22 volumes of Front Drive the magazine has evolved into one that when compared to many other club journals, surely rates at a very high level.

To continue this history I'll need your assistance. I personally enjoy member's accounts of trips, restorations and/or general history of the marque. Due to our many interstate and country members, stories from these other parts of our country become more relevant. Contributions from members outside of Melbourne will be gratefully accepted.

The next 12 months will be an exciting time with the new committee members. I look forward to bringing you Volume 23 of Front Drive.

Leon Sims - Editor



prez sez

A special thank you to those members who able to attend the annual general meeting and responded to the call from retiring President Pete that the club needed some more help.

I am sure you will agree we have a strong committee again this year and I am personally looking forward to working with them all and representing the members as president. We have a good mix of experience and talent and a degree of succession planning that every successful club needs. I thank the retiring committee members for their contributions over the past and trust that they will remain active in the club some other ways this year.

From my own personal point of view, I believe the club is in a sound financial position and most areas of its operations are working well. I would like to see some extra

emphasis on Technical events, some low or no cost social events for the families, and more involvement and interest for our spouses. Finally, the monthly meetings need a greater focus to attract more interest and attendance from our members. Please ring me personally with your ideas and suggestions to improve this area of our club. (03 98192208 or email me on crossfam@ozemail.com.au)

Unfortunately at the time of writing this article the club does not have an Activities officer elected, so if anybody reading this report is able to help by personally organising a given event during the year, please also speak to me as soon as possible. Many of the year's events are already organised so this is an opportunity for you to contribute your time and energy on a one off basis. So please think about it for

me.

I am looking forward to serving you as club president this year and with my wife, Helen's support I will try and be in contact with as many members as I can over the year.

Regards Ted Cross



**REMEMBER
TO REGISTER
FOR AUSTRACKION
BY MAY 21**

**Any queries to Leigh Miles
Ph. 9888 7506**

a-tractions

MAY 1999

SUNDAY, May 30 — CCOCA BBQ Food Supplied

At the residence of Robin Smith, 9 St Aubins Ave. Caulfield.

Further details by phoning Robin on 9527 5429 AH

WEDNESDAY, MAY 26 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

JUNE 1999

SUNDAY, JUNE 6 — D DAY in SYDNEY

Bring your DS/ID to Sydney for this event. Contact Darren Davis on 02 9556 2190 or 0414 417 818 for details.

CCOCA OZTRACTION RALLY, JUNE 11 TO 14.

Join CCOCA for our premier event of 1999 — OzTraction at Eldon on the Goulburn River and Lake Eldon. Once again the organisers have worked hard on your behalf to a weekend away that will not only cater to your every need but satisfy your desire to discuss the marque in all its details. Good food, good wine, good talk with good friends — all at a great price. Whilst booking forms have already been sent all members, here's another chance to make sure you do not miss this fantastic event. Remember, as always spaces are limited, so be sure to book early.

SATURDAY, JUNE 19 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Muscle Car and Modified. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, JUNE 23 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

JULY 1999

SATURDAY, JULY 17 — BASTILLE NIGHT DINNER

Venue to be determined, but as always the food will be wonderful, so keep this date free.

SATURDAY, JULY 17 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Combined Chrysler Club Day. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, JULY 28 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

AUGUST 1999

SUNDAY, AUGUST 8 — CAR PIT INSPECTION DAY

Further details next Front Drive.

SATURDAY, AUGUST 21 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Classic and Historic Auto Club. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, AUGUST 25 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

SEPTEMBER 1999

SATURDAY, SEPTEMBER 18 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Mustang Club. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, SEPTEMBER 22 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

SUNDAY, SEPTEMBER 26 — THE RAA BIRDWOOD CLASSIC

The RAA Birdwood Classic, is for vehicles built between 1945 and 1969. In the tradition of the RAA Bay to Birdwood Run, the Birdwood Classic is run over an 80km route from West Beach, just outside Adelaide to Australia's National Motor Museum at Birdwood.

OCTOBER 1999

SAT/SUN, OCTOBER 7 & 8 — 4TH OLD WARES EXPO

Run by the West Gippsland Vehicle Restorers Club. Displays of collectables, memorabilia, steam machines, household wares, vintage cars, etc.

Contact Greg Wilson on 03 5623 1493

SATURDAY, OCTOBER 16 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Chevrolet Club Display. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, OCTOBER 27 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

NOVEMBER 1999

SATURDAY, NOVEMBER 20 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Small Specialist Club Display. Buyers admitted from 9:00am, entry fee \$4.

WEDNESDAY, NOVEMBER 24 — MONTHLY MEETING

Canterbury Sports Ground, 8pm

DECEMBER 1999

SATURDAY, DECEMBER 18 — ALL MAKES SWAP MEET
Melbourne Markets, Footscray Rd., Footscray. Displaying Club: Vintage, Veteran and Classic Motorbikes. Buyers

CITROEN UNVEILS THE 21ST CENTURY LUXURY CAR



Citroen has revealed at the 1999 Geneva International Motor Show its plans for an all-new luxury car for the next millennium with the unveiling of the Citroen C6 Lignage, a concept car that sets new standards for style, comfort and technology.

With the C6 Lignage, Citroen has set out to re-define the luxury car using the benchmarks of technology and innovation that has seen it produce a series of cars, from the Traction Avant to the Xsara Picasso that have changed the whole car market. It takes its name from one of the most successful large Citroen's of all time, the C6 that dominated its market sector between 1928 and 1933.

The Citroen C6's fluid lines are the company's latest interpretation of aerodynamic styling, an area Citroen pioneered with the Citroen DS, while the long front overhang and short tail have been styling features of a number of large Citroens. The generous three-metre wheelbase provides an extremely spacious interior for the four occupants who are provided with four individual seats. Each of the three passengers has their own consoles and multimedia systems, with the entire interior trimmed in the finest leathers.

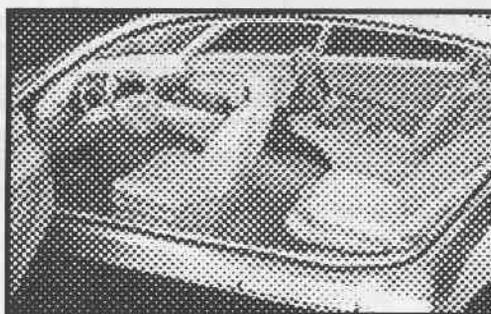
Powered by a choice of direct injection diesel or petrol engines, the C6 Lignage uses a sequentially controlled auto-adaptive gearbox that uses both driver and road condition inputs to produce the ideal gearbox operational pattern.

The Global Chassis Control system takes Citroen's famed hydropneumatic suspension system to a new and unique level. Following on from the system used in the Citroen Xantia Activa, which actively controls the suspension to stop body roll as well as pitching under braking and acceleration, the new system integrates engine, gearbox, suspension

and steering into one harmonious computer controlled hydraulically powered system.

By adding artificial intelligence, the GCC system enables the Citroen C6 Lignage to learn about road and weather conditions, the driving environment, the needs and skills of the driver and, from this information, produce the ideal suspension, engine and gearbox program for safety, comfort and driving pleasure.

As well as all the usual driver features, the Citroen C6 boasts a full head up instrument display. This projects all the essential driving information onto the lower edge of the windscreen so that the driver does not have to take his eyes off the road to check the instruments. So that



the driver may keep his hands on the steering wheel, the majority of controls are voice activated.

The C6 has a GPS Navigation system, but it takes this technology to the next level. Rather than passive guidance, the C6 Lignage gathers information on road conditions and weather from radio stations and uses this data to guide the driver round traffic jams and road hazards, even providing public transport information if all the roads to a chosen destination are blocked!

Smart cruise control adapts to the speed of other vehicles. For example if the C6 Lignage's cruise control is set to 110 kmh on the freeway and it catches up an-

other vehicle, it slows automatically to a safe distance from the other vehicle and waits for it to pull over. Once the road is clear, it automatically resumes the 110 kmh cruise speed.

In addition to the normal headlights, the C6 Lignage boasts another pioneering Citroen design: Headlights that not only automatically adjust their height to the optimum level, but which also swivel from left to right as the car turns corners, looking around the corners.

The C6 also goes one step further: Infrared vision enables the driver to look far beyond the range of conventional headlights for hidden road hazards, adding a new safety dimension.

Fully automated systems constantly monitor the driver for alertness and signs of fatigue, providing warnings that the driver should stop and rest and, in the ultimate situation alarms to wake the driver up should he fall asleep.

Seats that mould themselves to each driver's shape Citroen has always been renowned for the comfort of its seats, offering a wide range of positions and support in all the right places to maximise comfort and safety and minimise fatigue. The C6 Lignage, though, goes to a new level. Take a seat in the C6 and the seat automatically moulds itself to the shape of the person sitting in it. Beyond this it also measures the different weights placed in the seat by different parts of the body and adjusts the amount of support for comfort and safety.

A hard day in the office? The seats in C6 offer a full massage by both vibration and infrared means on the way home, reducing stress and fatigue.

Although it is a concept car, Citroen have said that the C6 Lignage is a clear indication of its production plans for a new luxury car

CITIN national citroen rally

By Peter Fitzgerald

This years national all clubs Citroen Rally (Citin) was held over the Easter weekend in Shepparton Victoria. I met up with South Australian 2CVist Phil Ward at Daylesford on thursday night and continued on to the event on Friday. A little late leaving lovely Daylesford meant that we did not pull into Shepparton until late Friday afternoon. We quickly unpacked the cars and went around to the local car club's club rooms. What a fabulous facility with an inspection pit and all the trimmings. The majority of attendees had already registered and a number were outside looking under bonnets or in the club rooms renewing old acquaintances. A light supper was supplied, but we opted to catch up with a group of citroenists hitting the town to do dinner.

After a relatively quiet night we hit the sack to be ready for the early morning line up and drive through the city centre. Compounded by a route that crossed itself and the generally busy shopping district, the addition of 114 Citroens quickly turned the area into virtual grid lock and chaos. Citroens were going in every direction (when they were not stationary). One member had to break out to go and get petrol because he was running out of petrol in the traffic. The 1.5 kilometre trip took almost three quarters of an hour. The locals won't forget their first mass wave of Citroens quickly!

The trip ended with a mass display of cars beside the lake (Gayndah Citin holds the record of 124 cars and this display only fell 10 short).

This was a very pleasant spot, fortunately, as I couldn't get my car out due to the wall of Citroens.

The Observation run started from this point for all those who felt inclined. Observation runs are worth doing as you learn a lot about the area. A couple of alternative tours were also organised which were a terrific insight into the local fruit industry.

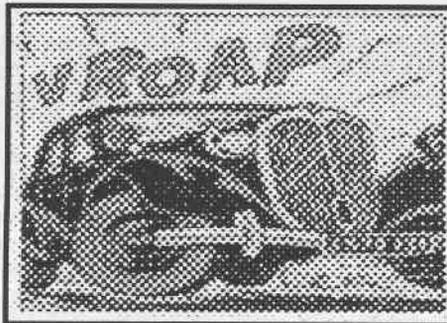
Me, well the stress of the morning was too much, so I spent the afternoon lounging in and around the pool, sharing liquid refreshments with other Citroenists.

After a quick shower and change, I was off to dinner at the local footy club. Now I was born and brought up in

the country, and I know I should be prepared. Upon approaching the bar one was confronted by a footy player thinly disguised as a barman. Upon requesting a bottle of red wine the reply was, they didn't have any because they didn't have enough fridge space. Showing great control, club members informed the said bar man that the majority of people tonight are more than likely to ask for a red. And if he didn't wish a second French Revolution, they may consider making great haste to the nearest pub. Oh and by the way you don't have to put red wine in a fridge!

Well fortified with red wine we all had a great night capped off by an auction where some gems were offered and some were bought for the price of diamonds.

Sunday saw the traditional motorkhana, but the majority of rally participants took



the opportunity to discover more about the area.

I went with a small contingent to Chateau Tabilk, near Nagambie, 50km away. It is possibly my favourite winery and I don't mind a drop of their wine either. I bought a few bottles which came in very handy later that evening.

A quick trip back and a change into something suitable for the dinner at the Shepparton Harness Racing Club. Fortunately we arrived not too late, as there was a bit of a mix up as some day trippers also turned up, leaving a couple of tables short. This was eventually sorted out and the evening was kicked off by one of Kirk and Jenny Kirkaldy's offspring singing a rousing rendition of the Australian and French national anthems. Unfortunately it roused the already heavy rain that developed into a deluge, and those who were not seated reasonably close saw a great mime with the back-

ing of the "Heaven's Opening Big Band" playing a little too loudly.

When seated complementary carafes of Brown Brother Red Wine were put on the table.

We should have been warned off by the brown colour and certainly its pungent smell, but we had to taste it to discover it was definitely off.

We went up to the bar to get a replacement and found another red crisis.

They only had one cask of this stuff for over 200 people. They were sent off to procure bottled wine from the pub.

They came back proudly displaying 6 bottles of wine. They were sent immediately again and arrived with another three bottles. By this time, facing a potential riot on our table, I snuck out to the car and smuggled my purchases from Chateau Tabilk in.

We rinsed out the red poisonous liquid supplied in the carafe down the loo and topped up the carafe all night long under the table. A crisis avoided.

Lots of prizes and awards were given out for all manner of achievements during and planning the weekend, and it was great to see CCOCA did not win the interclub novelty event. South Australia had the task of carrying back the worlds largest and unsightly trophy to their state.

A few citroenists got together in the Paradise motel for drinks and chats after the event and a fairly late night ensued.

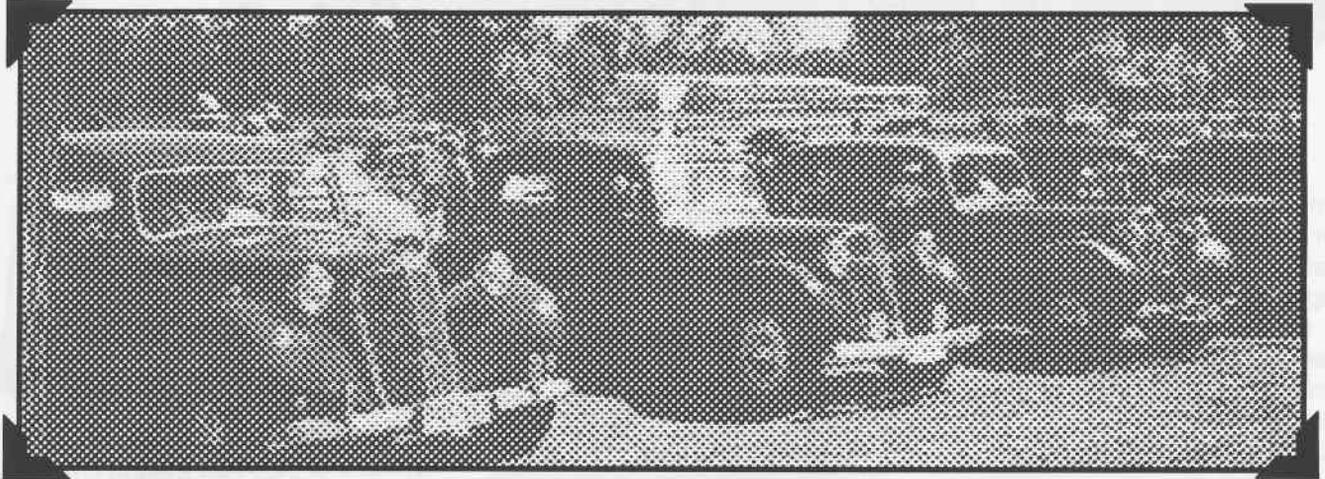
Sam saw us getting stuck into a country breakfast back at the Shepparton Harness Racing Club before our departure.

The weather was for the most part stunning with rain thankfully only coming in on the last night.

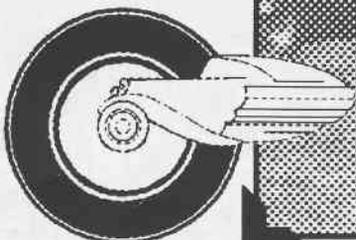
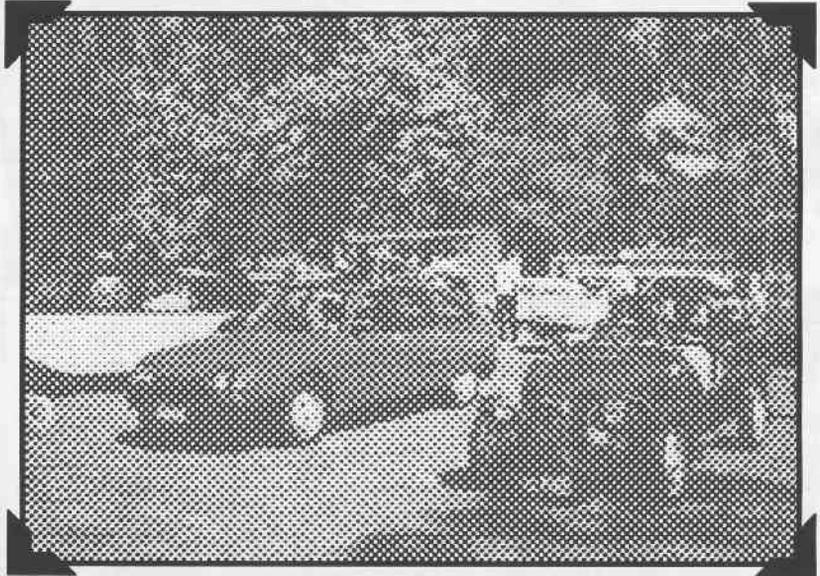
It was great to catch up with acquaintances of many years at these events, although with so many people it is difficult to get around to everyone. Being in the Citroen club scene for 25 years means a lot of people recognise me and come up and say hello. I must admit I often have blanks before I remember who they are.

Next year will be at Jindabyne and organised by the New South Wales and because it is only a smallish town make sure your book early or you will be left out in the cold.

CITROEN 99 ***national citroen rally***



**CITROEN
NATIONAL
RALLY
SHEPPARTON
1999**



Citroens

head for the hills

By Peter Fitzgerald

Let me start by saying thank you to Peter and Christine Sandow for organising one of the best Citroen outings I have been to for a long time. Mind you, they definitely were helped by some of Australia's most spectacular scenery and absolutely perfect weather.

Most people headed off on Saturday morning at 8am to travel to Bairnsdale for a sumptuous brunch at provided by Mel and Colleen Carey and local members, the Bartons at the Carey home.

I decided to take the easy way and with my two passengers (Mark and Linda Linhart) left on Friday afternoon to stay overnight in Bairnsdale.

We went out early Saturday to do a little tour down to Paynesville and returned to greet the members arriving for the Bairnsdale feast 8 cars headed for the mountains in convoy and drove through spectacular autumn scenery shimmering with amazingly vivid colours. Mark and Linda, who had not been to this part of Victoria, at the half way mark of the trip were begging me to stop all the scenery. Every time I turned around a corner or went over the crest of a hill I would hear -

"Oh no! not another gorgeous vista!" or "Oh man!", or "Awesome!" We did a photo opportunity stop in front of the Dinner Plain Hotel and then drove the 14km to Mt. Hotham. Another photo opportunity near the summit, then on to the lodge.

The Peninsula Ski Lodge (where Peter and Christine are members) is quite spectacular. The Lodge, designed by Peter is perched on the top of an almost sheer drop with massive glass windows look-

ing out to miles and miles of spectacular mountains.

Yes you guessed it, another bloody gorgeous vista.

Members from the other side of the Great Dividing Range came up from the Bright direction and joined us at the Lodge.

We quickly got into a frenzy in the world's greatest kitchen and settled down to communal pre dinner nibbles and drinks, and many stories - tall and true.

A small group then broke out and went back down to the Dinner Plain Hotel (which has a fabulous atmosphere) for a couple of drinks and a game or two of pool.

We then returned to the Lodge and everyone enjoyed a great dinner and fun filled night in the spa, walking and playing with the most amazing spud gun that may be just what NATO needs in Europe - Awesome.

A few sore heads greeted the morning. Most people had a bit of a slow start - clutching coffees on the deck outside - sitting in the sun - and you guessed it - drinking in the bloody gorgeous vista.

After a very lazy morning we hit the road for perhaps the most spectacular part of the drive - across the ridges and then a steep decent into Harrietville, along the Ovens River to Bright for lunch in the sun with Roger and Faye Brundel.

After a very leisurely lunch, we hit the road again back to Melbourne via the Hume Highway and of course via Millawa and the Brown Brothers Winery.

Everyone who attended had the best time and this event will definitely become a regular on the CCOCA event calendar. I will be there with bells on next year.

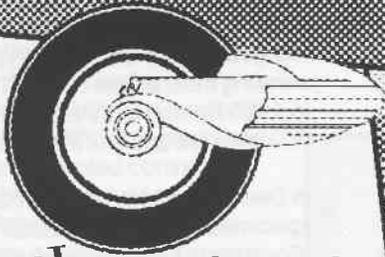
Footnote

Mark and Linda, who travelled with me are friends from Daylesford. They have been and are still into cars, having been Porsche owners as well as a number of interesting vehicles in England, and currently own a classic BMW. They commented that they had a great time and thought our Club members were the friendliest of any club they had been associated with. They also are seriously considering coming to future events. - Its good to be part of such a great Club.

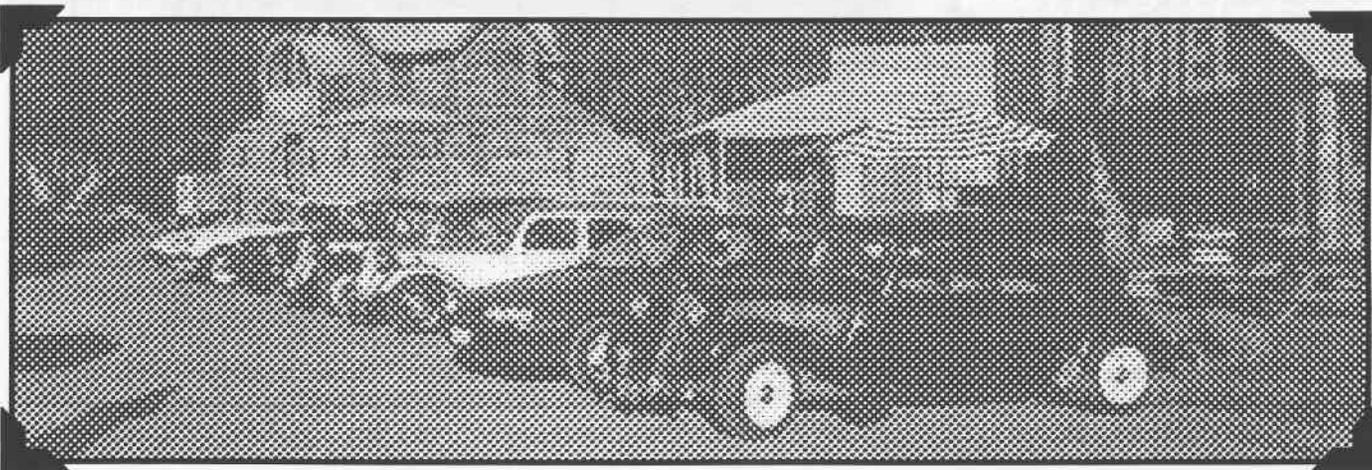
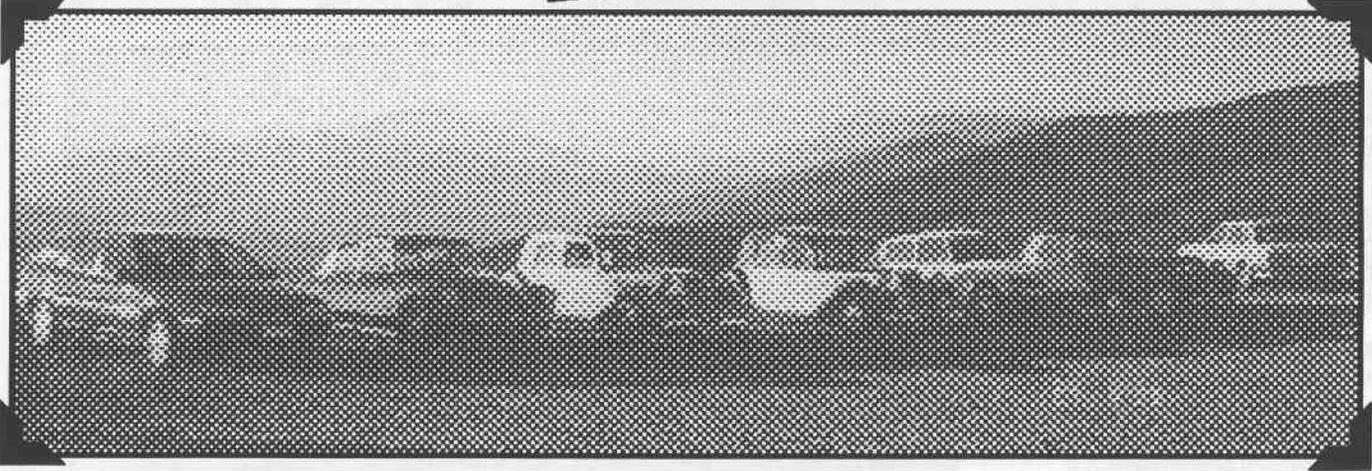
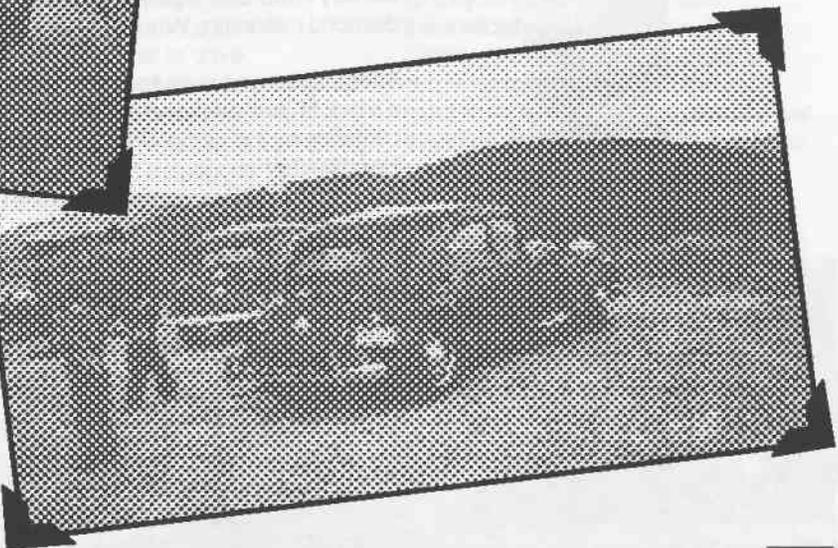
I'm going to the CCOCA
BBQ on May 30th
Want to join me big boy?
Ring Robin on 9527 5429



citroens **head for the hills**

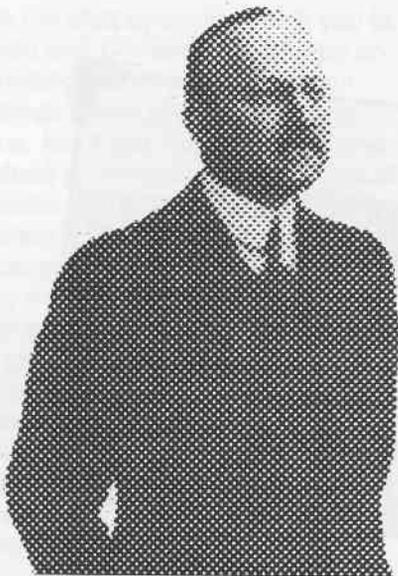


*another great
CCOCA event*



MORS

Andre Citroen's First Nightmare



Whilst I'm not a Citroen owner, I take pride in owning a French car which was built at the time that Andre Citroen was Managing Director of a company years before he made cars under his own name.

The firm Mors had been involved in building large generator plants and signal boxes for the French railways, and like a lot of companies of the time branched out into the manufacture of motor cars and in some cases racing cars as well.

Two brothers Emille and Louis Mors ran the company and employed a draughtsman by the name of Henri Brasier to do most of the design and fabrication work. It was the result of Brasier's designs that led to many a victory in the early city to city road races covering the years 1898-1903.

Brasier departed the company in 1902 eventually forming his own company manufacturing cars under his own name.

To say the company was a financial success is an understatement. In its brief thirty odd years, it went under at least four times, each time being propped up again by some wealthy

individual much the same way as Bentley Motors was propped up by the diamond millionaire Woolf Bamato.

After the second near-liquidation miss, a stock broker and creditor of the company by the name of Paul Haarbleicher suggested his son-in-law's brother should have an interest in the company and so, Andre Citroen entered the company in 1907.

Andre as most of you will know was the son of a Jewish diamond merchant, originally of Dutch decent who came to France from Amsterdam in 1872. Andre's father met his death falling out of a window in 1883.

Andre's mother was of Polish descent, sending Andre off to Poland after his

horsepower had to be geared up and down.

Citroen arrived back in Paris with a patent and immediately set up a factory to produce gears for torpedo boats and other marine installations. His gears were also used in the steering mechanism of the "Titanic". In 1905 he won a contract to supply 500 engines to Sizaire et Naudin.

In December 1907, Citroen was appointed Managing Director of the "Societe de L'Electricite des Automobiles Mors", a position he was to hold until the outbreak of war in 1914

The rest you probably all know a lot better than me.



graduation, this being a graduation present.

It was while in Poland that he met a Russian who had invented a novel "herringbone" type gear. This unique transmission of power, in which side thrusts were eliminated, was a great step forward especially when large

My Mors, is dated 1911 although the model first appeared in 1910 as a 12/15 NX model.

Like a lot of French cars of the period, the chassis was sent to England for bodying, and on selling through the local Mors agents.

MORS

Andre Citroen's First Nightmare

The body on my car was made by "Grete of Holloway", who produced mainly commercial bodies plus the odd touring body, and of course the body on my car. I have never seen another Grete bodied car, but was lucky to find a catalogue of their work whilst in England some time ago.

The body is best described as being a mixture of cabriolet and landaulet design its main function being that of a town carriage.

The 2.1 litre side valve engine has an RAC rating of 13.9 HP and a bore and stroke of 75 ml x 120 ml. The gearbox has three speeds (with huge gaps) and features a Mors patented contracting band clutch. The rear axle is by bevel type gears although the later models featured Citroen's own herringbone gears.

Top speed on a good day with the wind blowing in the right direction is around forty miles an hour, although twenty five miles an hour she prefers.

The car was purchased new in 1912 by Alister Clark, the famed rose grower who had a property part of which is now Tullamarine Airport near Bulla.

He purchased the car for his wife and engaged a chauffeur to drive it. As his wife was only four feet tall, she had great difficulty seeing out the window, and did not favour the car all that much. This coupled with the steep hills around the area meant the car was hardly used.

We know it was taken off the road during the World War One and used for two years after hostilities ceased. It was then put on blocks and stored until the mid 1920's where it was used for a couple more years before once again being put up on blocks. It remained like this until 1954.

On Clark's death, his estate was sold along with the Mors. My father purchased the car in 1955 where it sat in his garage again on blocks until I decided to put it back on the road in 1996.

I don't mention the word "restore" with

this car. It has never been restored. It has had a sympathetic going over, the paint, the upholstery, the patent leather hood receiving conservation work only.

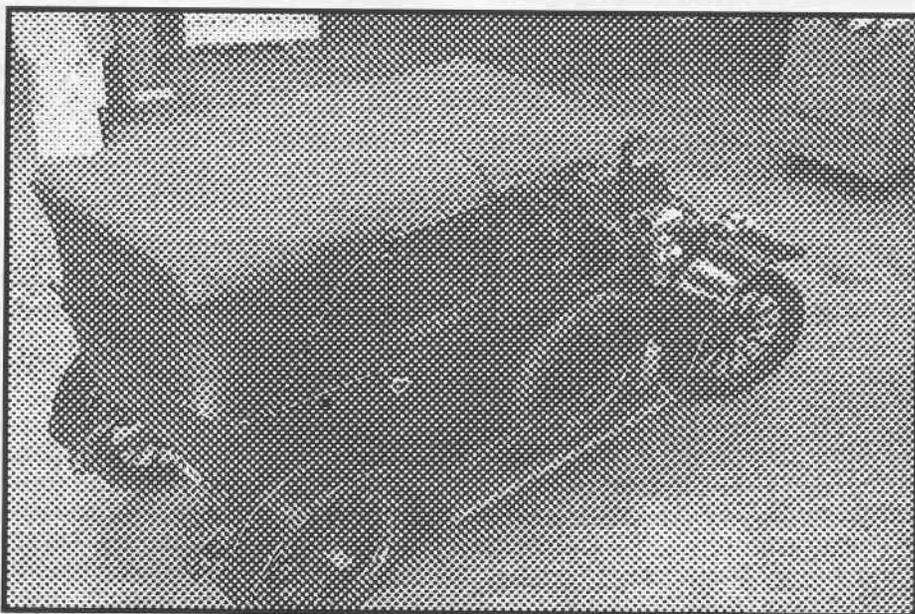
The mechanicals have been attended to and old bearings replaced. The engine only required two new valves. The white metal bearings are still original.

It is an interesting car to drive. Visibility is very poor with the hood up. As we cannot lower the hood due to the hardness of the leather, this is something we live with.

rubber hoses to the headlights and when lit gives off a very bright white light.

The spare tyre sits on what is called a Stepney rim. This comprises a steel rim with three built in flanges on one side, which attach to the wheel with the flat tyre by three straps. This idea theoretically gets you home, the Stepney rim being slightly larger in diameter to the wheels on the car. It must have looked strange to see a car travelling along the road with two tyres on one side!

The dashboard comprises oil or huille



The driving position is designed to stop the driver slouching in the seat, so one is forced to sit up right.

The gearbox and handbrake lever are those you find in steam engines, enormous in length, the gearbox pattern being back to front to conventional English gear patterns. As there are no brakes on the front wheels, a transmission brake is operated on the foot pedal, the handbrake operating the rear brakes. Transmission brakes are only used in an emergency as they place terrific loads down the torque tube to the rear axle.

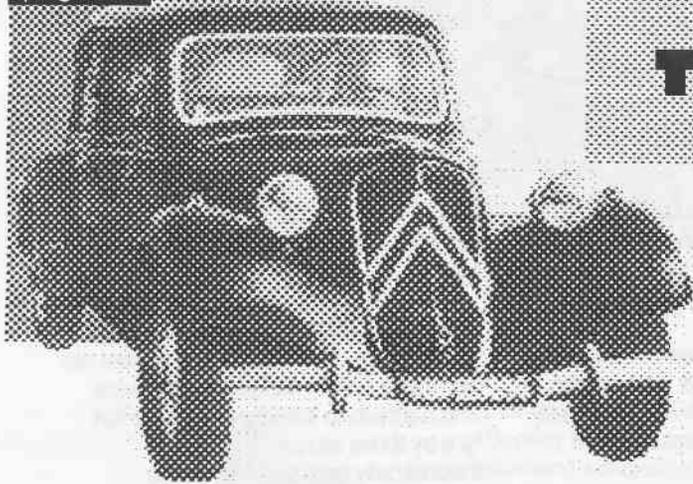
Lighting is by paraffin to the sidelights and carbide to the headlights, the carbide generator sitting on the running board in a timber box. Carbide when mixed with water forms acetylene which flows down

gauge, an ignition switch with a key and a Smiths period speedometer. There is also a hand throttle on the dashboard, which cannot be reached when sitting behind the steering wheel.

The joy of owning a veteran or Edwardian car is rather nice, especially one so rare and original. It hardly gets used, but has been part of the family now for forty odd years; it is well and truly part of the family.

Chester McKaige.

Chester McKaige is Product Manger of Penrite Oil Company.



CITROËN TRACTION AVANT 7A 1934

The following article was transferred from the internet and is a technical and specification report of each Traction model built from March 1934 to the end of the Traction's life. This first instalment deals with the first model, the 7A.

Pre production:

The 7 is first introduced to some dealers and André Citroën's friends on March 24th 1934.

On April 18th, at 12.30 hours, the car is officially introduced in the Hall de l'Europe, place de l'Europe, Paris. This time many journalists and all dealers are present. There are about 350 people and only 1 Traction Avant 7.

The car with serial number A 24 and engine number 001014 is presented for type approval which is granted on April 13th 1934.

Production starts April the 19th 1934, the first car is sold on May 3rd 1934.

The first prototypes have several differences from the production cars. There is an automatic Senaud et Levau gearbox. But the gearbox overheats when used in the mountains so it is replaced by a manual 3 speed gearbox. This is designed, build and tested in the six months before the official introduction.

The wheels look like those found on the Citroën Rosalie. On production cars these are replaced by the more modern ones with a large hubcap. The rear license plate is secured to the left wing (just like the 1935-onwards models). On the production cars this is replaced by a centrally mounted one to keep the visual appearance of the car more clean. There is only 1 windscreen wiper but on production cars there are always 2.

The first production cars still have some problems:

- Deformation of the body where the rear axle is attached. In very bad cases the torsion bars come up through the floor.
- The engine moves around much, causing the radiator to make dents in the bonnet.
- Rupture of the exhaust, also caused by movement of the en-

gine.

- Engines overheat. The first ventilators only have 4 blades.
- Brakes running hot and seizing completely.
- Problems with the gearbox. The first boxes only lasted some 40.000 km before bearing problems occurred.
- Excessive play developing in the steering.
- Several electrical problems.
- The body deforming so bad that doors won't close or open spontaneously during driving. Some bodies even rupture.
- Driveshafts are very uncivilized. Shocks and frightening noise occur during cornering.
- The front uprights sometimes break.

The serial numbers range from 000 001 to 007 000 indicate 7000 cars being build. In reality the number of cars that have been build is thought to be considerably less.

Mechanical Specifications:

• Front axle:

The 7A features friction shock absorbers mounted on the front of the cradle on torsion bar extensions. All 7As have 5 stud 10" forged brake drums. The first driveshafts are Tracta non-rotational driveshafts. These are soon replaced by Rzeppa ones with a ball bearing, a sort of constant velocity joint.

• Steering:

The steering is the first type of Gremmer steering with a one bearing steering box. Very early cars have a slightly different shaped steering box.

• Engine:

72x80mm, 1303cc, 32 hp @ 3200 rpm, top speed 95 km/h. It has a flat back water pump with a bracket for the bars that support the radiator. The engines have "72x80" on the cylinder head between the second and third sparkplug. New 7A engines were available until 1938. The first carburetors are Solex 30 F.V. These are soon replaced by Solex 30 BFHD and 30 THD. The early cars have a 4 blade ventilator.

• Engine mounts:

All 7As have Floating Power engine suspension. There are two suspension points. One behind the engine under the battery tray and one between the gearbox and the cradle of the front suspension. The radiator is mounted direct on top of the gearbox, which makes it move around with the engine. Because of this, the tubes between the radiator and the waterpump are not rubber but are made out of steel.

• Gearbox:

The gearbox has one selector shaft housing visible on the front of the gearbox cover. On later cars you can see two of these housings. The gearbox cover has a special mount for the radiator. The bottom bearing housing on the front only has 4 bolts.

• Rear axle:

The rear axle is round with twin locating bars. It's mounted directly to the body without the later employed extra tube. The 7A features lever arm shock absorbers. Rear brake drums are 5 stud 10" forged ones and are identical to the front brake drums.

• Exhaust:

Very early pre production 7As have the exhaust silencer placed vertically outside the right jambonneau with a flexible section between the manifold and the silencer. From the silencer one pipe runs straight underneath the car, exiting at the rear on the right side. This is replaced by a pipe passing through the right jambon-

CITROEN TRACTION AVANT 7A 1934

neau, then a flexible section and a tube running to the silencer mounted transversely in front of the rear axle. From the silencer the exhaust goes over the rear axle exiting at the rear of the car on the left side. The silencer is suspended with one flexible mount in the centre of the silencer.

• Fuel tank:

On the first series 7A there is a 35 liter fuel tank. On later cars the capacity is increased to 39 liters. On all 7A the fuel tank has 2 filler openings, one on either side of the spare wheel.

• Exterior:

Bumpers:

The bumpers are the same curved ones as on all Traction Avants until 1952 with the difference that the 7A doesn't have overriders (just like other 1934 Traction Avants).

Horns:

The 7A has the horns on the front bumper.

Grille:

The grille is made from copper and has a lightly curved appearance. All 1934 cars have the chevrons behind the grille. On some cars the bars and grille surround are separate pieces.

Front wings:

The first series 7As have wings with rolled edges. Later ones have folded edges like all other Tractions. The wings have a high cut front point and look very small. Width (measured along headlight support): 68 cm Height (measured from headlight support straight down): 28,5 cm

Headlights:

The headlights are 200mm in diameter headlights and have flat glass. The headlight supports are completely closed.

Bonnet:

On the 7A all shutters open at the rear and all shutter handles are at the rear of the shutters.

Windscreen surround:

All 1934 cars have a chromed steel windscreen surround.

Wheels

All 7s have 5 stud wheels. Hubcaps are secured without the center bolt. The hubcap is pressed into a ring on the wheel, tyre sizes are 140x40.

Body:

All 7As have a roof with a center section covered with moleskin (Toit Souple). There are twin air inlets below the

windscreen and no bootlid. The floor is flat without reinforcement dents and at the front there is an angled footrest on the floor. There are no raingutters. On the Cabriolet, there is no dickey seat lid handle. The dickey is opened by a lever on the hood tray.

Doors:

The doors are different from those found on later cars in that they don't have the trim strip and the rubber knobs are mounted in the doors, while on later cars these rubbers are mounted in the body.

On early 7As (or all 7As?) the front doors have a door rubber which only runs along the top of the door, unlike later cars on which the door rubber runs along the top and the front of the door.

Rear wings:

The first series 7As have wings with rolled edges. Later ones have folded edges like all other Tractions. The wings have a very small width. Each wing has a hole with a curved edge for a rear light 29 cm above the bottom of the wing.

Rear lights:

Two round rear lights are located in the rear wings. The lights have a chromed edge and flat red glass with a small "lump" in the center. There are 2 types of rear lights. Early cars have large diameter glass with a small U shaped chrome edge. Later cars have a smaller diameter glass with a pressed steel profiled edge.

License plate holder:

The license plate holder is placed in the middle above the rear bumper, mounted on the body. The license plate is lit by painting the digit negatives on transparent plastic, with two lights behind the plastic in the holder.

Spare wheel cover:

The spare wheel cover is made up by several pieces. One piece is put on the body, after which the wheel is placed on the body and secured. Then the outer piece is put on the wheel. A chromed steel ring with a spring in it keeps the 2 pieces together. The hubcap is put on last securing the cover to the wheel.

• Interior:

Floor:

The floor is flat without reinforcement dents.

Dashboard:

The dashboard has a central placed combined speedometer (130 kmh), oil pressure meter, fuel gauge (35 or 39 liter), amp meter and clock with white digits on black background and white meter hands. It also has 2 glove compartments.

The lights are operated by a switch to the right of the speedometer and a ring on the steering wheel. The horns are operated by a knob in the centre of the steering wheel. The gear selector surround has arabic digits and is the same shape and size as the light switch surround. On early 7As, first gear is located in the right upper corner. The gear lever has a different shape when compared to later cars. From May onwards first gear is in the lower right corner of the gate and the gear lever gets it's normal shape with two bends, one to the right and one downwards as found on all later Tractions. On the early cars, the windscreen wiper is vacuum operated, but this is soon replaced by an electric motor.

Front seat:

The 7A has separate front seats with bars running front to rear and top to bottom.

Rear seat:

The rear bench is upholstered the same way as the front one. Because these cars don't have a boot lid, the rear back rest can be opened, hinging at the top and secured with 2 leather straps.

Door panels:

The door panels are from the same material as the benches and have a curve stitched into them, filled with wood.

In June 1934 the 7A is replaced by the 7B.

The specifications for the 7B will be printed in the next issue of Front Drive.



Citroen Specials Club

The Citroen Specials Club, based in the UK, is for people interested in Citroen based specials, mainly from the 2CV range, and similar 'cyclecar' type vehicles. This includes everything from modified 2CVs to a 2CV powered aeroplane, pausing in passing to admire Morgans, JZR's, 2CV powered bikes and most other light or three-wheeled cars. The Club has been running for a few years and has a membership of over 500. Most of the members are in the UK, but we have members overseas and receive enquiries from all over the world. There are six club magazines a year, packed full of news, interesting articles, personal experiences and loads of hints and tips. The main type of car in the club is the Lomax, built from a kit, and available with three or four wheels in a variety of forms. The next along is the Falcon, another kit car, bearing a superficial resemblance to a Lotus 7, again with three or four wheels. There are lots of specials, loosely based on one of these kits or entirely home built.

Other car types in the club include standardish 2CVs, Dyanes, Amis, etc, and the non-standardish Manx, JZR, DRK kit cars. My own car is a Falcon LX3 based on a 2CV, with its 602cc air-cooled boxer twin. Although it looks like a Lotus Seven from the front, the performance doesn't quite match! It does well for its engine size, however and it is great fun. If you want a car that gets you noticed, forget Ferraris - head for a Citroen Special - they're much cheaper

Membership Secretary, Carole Chitty, 8 Forest End, Courtmoor, Fleet, Hampshire, GU13 9XE, England
Telephone: 44 1252 620128 (UK: 01252 620128)

The Blackjack Avion

is a new two seater special, based on the Citroen powertrain and front suspension, fitted to a structural polyester body moulding and subframes.

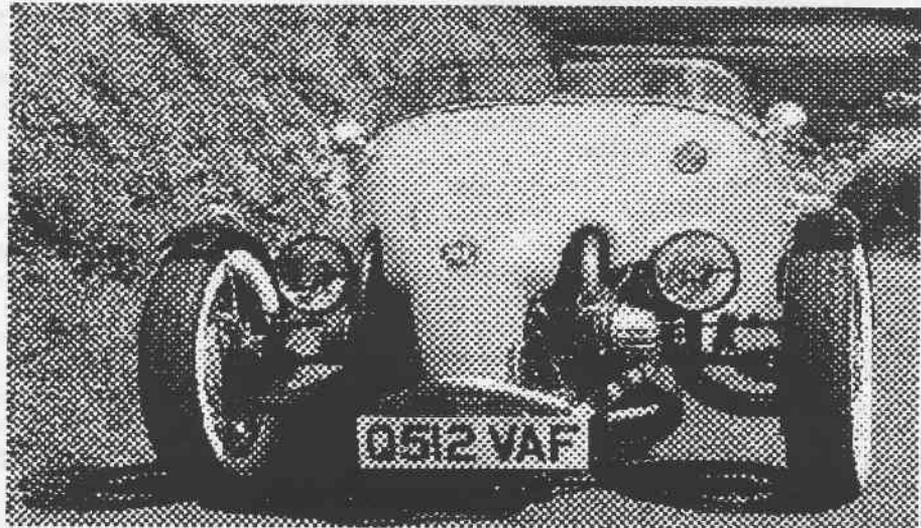
Front suspension has vertically mounted dampers and Blackjack anti-roll bar. Rear suspension has a special swinging arm with spring and damper unit. The wheels are 16" polished stainless steel wires, with aluminium hubs. The Avion has a moulded air deflector / windscreen - a full screen and weather equipment is under development.

Richard Oakes Ltd, Garland Villa, Cross Street, Helston, Cornwall. TR13 8NQ, England
 Telephone & Fax: 44 1326 574464 (UK: 01326 574464)

LOMAX - Lomax 223, Lomax 224, Lomax 424, Lambda 3, Lambda 4

Lomax produce kits for several 2CV based cars, but there are two basic body styles.

The 223, 224, 424 use the same body style, with variations on doors, dicky seat, bonnet, windscreen, front wings and, of



Above: The Blackjack Avion

course, the number of wheels. The Lambda is a more recent design, available as a three or four wheeler. Lomax Motor Co. Ltd., Endurance Works, Maypole Fields, Cradely, Halesowen, West Midlands, B63 2QB, England
 Telephone: 44 1384 410910 (UK: 01384 410910)
 Fax: 44 1384 69574 (UK: 01384 69574)

The Falcon

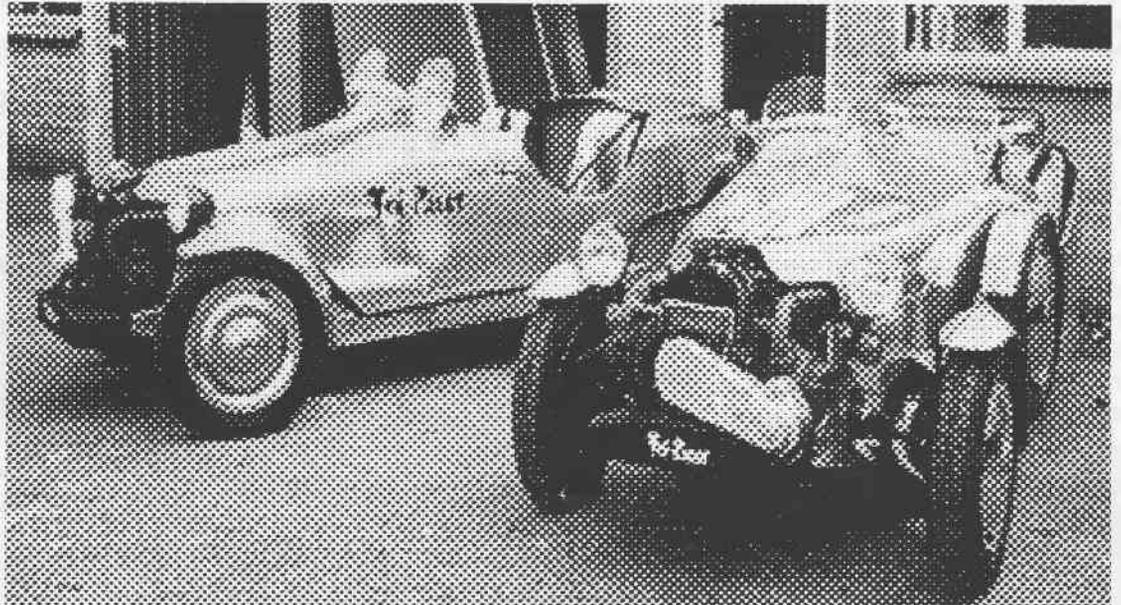
is crafted in the popular 'Lotus 7' style, and is available with three or four wheels. The body is a

mixture of wood and fibreglass, and can be skinned with aluminium.

Cycle wings can be fitted instead of the standard flared items and the windscreen is optional, but is needed for the weatherproof soft-top. (A hard-top is also available elsewhere.)

Falcon Design, Grove Lane, Marston Trading Estate, Frome, Somerset, BA11 4AT, England
 Telephone: 44 1373 473695 (UK: 01373 473695)
 Fax: 44 1373 473708 (UK: 01373 473708)

Citroen Specials Club



The Tripacer boasts a hand-formed aluminium body, in a classic style. The manufacturers will take your own car and convert it for you, or will supply the necessary bits for you to do the job yourself. The car is available in three or four wheeled versions, or the two rear wheels can be set close together for a very narrow rear track!

Classic Car Panels,



Manx cars

produce a modern sports car styled two seater, which is only available with a full set of four wheels! Doors are optional, and the car may be configured as an open targa top, coupe or hardtop.

Manx Cars Ltd.,

Riseley Gorse Farm, Part Lane, Riseley, Berkshire,

RG7 1RU, England. Telephone: 44 1734 884059 (UK: 01734 884059)

CITROEN PRESS RELEASES

XSARA BLOWS AWAY THE TURBO 4WD SUPERCARS

Xsara has become the first ever two wheel drive Formula Two car to win a World Championship Rally with Philippe Bugalski's Xsara Kit car demolishing the Subaru WRX, Ford Focus WRC and the Toyota

I am very happy for Philippe and for Citroen said Auriol. However, the rules are not fair and should be changed. It is not right that people who are committed to the sport should be penalised by those who are not. Bugalski admitted he had sympathy for Auriol and suggested a solution.

I know people are not happy that we have beaten them but these are the rules.

Auriol won the final stage of the third

Carlos Sainz on the final two stages.

The Spaniard, driving a usually-reliable Toyota, suffered a puncture and a suspected oil leak on the penultimate 'La Fullaca' stage before he was forced to retire from the last stage with alternator failure. His problems left him ninth after he began the final leg third

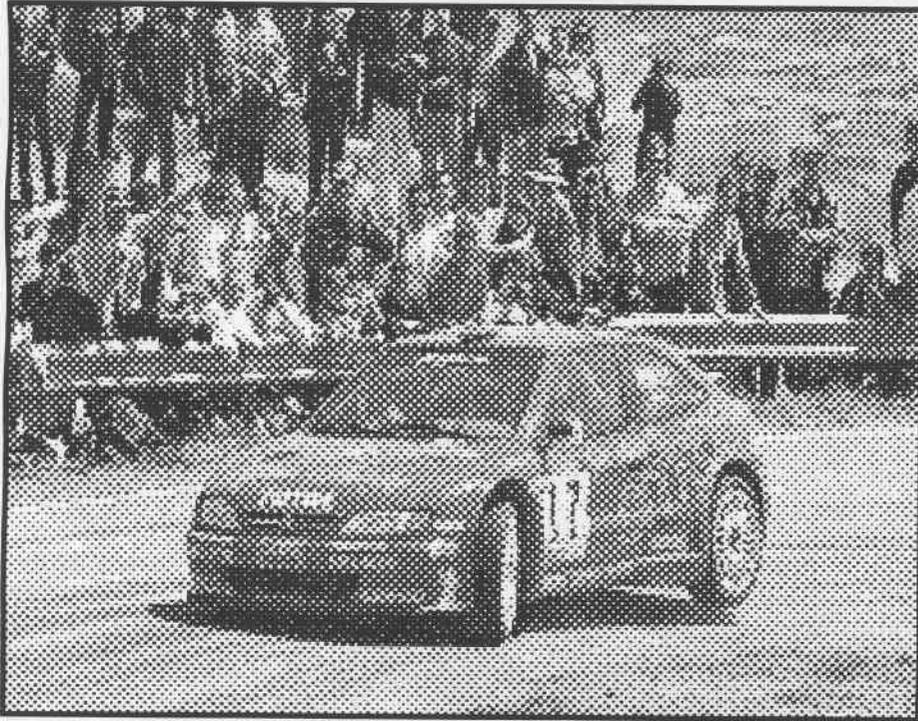
CITROEN AUSTRALIA SUPPORTING THE ARTS

Australia is providing support for the 1999 French Film Festival in both Sydney and Melbourne and

exhibitions at Sydney's SOHO Galleries by the French artist, Marie Paule Fath French-Australian Guy Detot from South Australia We are very pleased to be able to provide



support for these four events; says Miles Williams, General Manager of Citroen Australia. Citroen has a long and prestigious involvement in design and the arts in Europe, so it is natural that we should extend this to Australia. Citroen owners are renowned for their interest, involvement and knowledge of all areas of the arts, from design through visual arts to the moving image and these sponsorships provide an ideal platform to maintain contact with our customers.



Corolla WRC in the 1999 Rally Catalunya in Spain. Bugalski and his Citroen Xsara beat Didier Auriol the four wheel drive turbo Corolla by 31.8 seconds, winning two of the final three stages to take full advantage of technical regulations that favoured his car in the all-asphalt event This is a fantastic result for everyone said Bugalski. It's my first success in the world championship and the first for a Formula Two car. I think there is no reason why I cannot win again in Corsica as the event is not so different. If the weather is dry then Citroen will be competitive. Auriol was unhappy with the rules that helped Bugalski.

leg but was unable to make any headway on the overnight leader. Finn Makinen, in a Mitsubishi Lancer Evo VI, won two of the day's five stages to move up from fifth position overnight to finish more than two minutes 30 seconds behind Bugalski. He leads the championship by three points from Auriol.

Subaru trio Richard Burns of Britain, Finland's Juha Kankunen and Bruno Thierry of Belgium finished fifth, sixth and seventh respectively in their four wheel drive turbocharged Subaru

WRXs after taking advantage of difficulties encountered by home driver

May 12, 1999

CITROEN BEAT THE TURBO SUPER CARS - AGAIN!

1-2 WIN IN WRC RALLY OF CORSICA - MORE THAN A MINUTE AHEAD OF ANYONE ELSE!



Just weeks after becoming the first Formula Two car to beat the turbo four wheel drive super cars in the World Rally Championship, Citroen has done it again with a convincing 1-2 in the Rally of Corsica.

Philippe Bugalski won the Corsica rally on Sunday in his Citroen Xsara, just two weeks after his first controversial victory in the Spain. In second place was his team mate, Jesus Puras piloting another one of the giant killing Citroen Xsaras. Other teams fielding the complex turbo Four wheel drive cars in the World Rally Car category have complained that it is unfair that Citroen, running front wheel drive 2.0 litre normally aspirated cars, should be allowed to compete in World Championship series.

Carlos Sainz of Spain, winner in Corsica in 1991, was third in a Toyota more than a minute behind the victorious Citroens.

"This is really a great moment," Bugalski said at the finish of the final timed special stage. "I drove carefully so as not to make mistakes." Bugalski gave up the bonus points to come in a comfortable seventh on the final televised stage and clinch overall victory in the three day event on some of the toughest tarmac roads in the world.

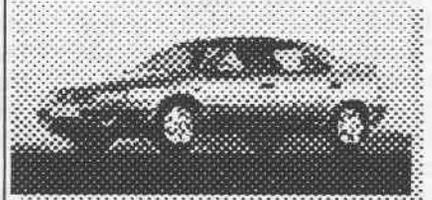
Finnish world champion Tommi Makinen, who was sixth overall, clung to his lead in the drivers' championship standings by taking two bonus points. Makinen was second to Frenchman Didier Auriol in the stage as less well placed leading drivers sought to make up the extra points on offer.

Auriol, fifth overall, took three bonus points in the 13.8-km final stage for a total in the race of five, the same number as Sainz, who was third in the stage. The results left Makinen in the lead on 29 points.

Position	Driver / Co-Driver	Car	Time
1	Philippe Bugalski / Chiaroni	Citroen Xsara Kit Car	3hrs 44mins 35.7secs
2	Jesus Puras / Marc Marti	Citroen Xsara Kit Car	3hrs 45mins 10.4secs
3	Carlos Sainz / Luis Moya	Toyota Corolla WRC	3hrs 45mins 45.0secs

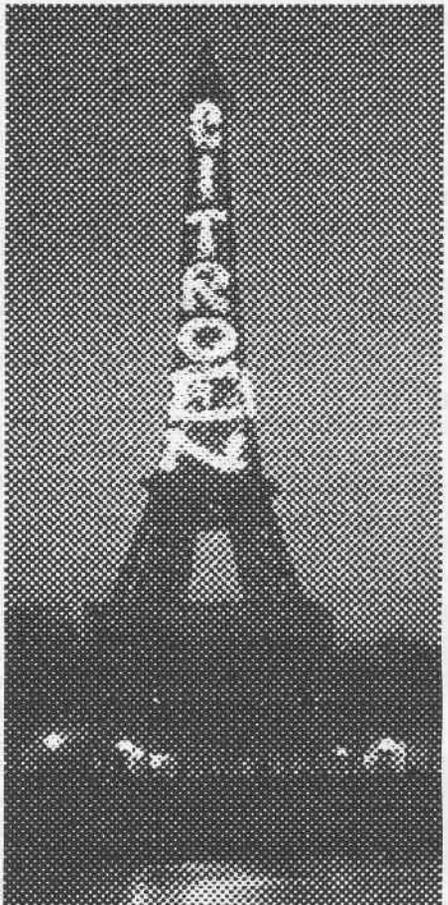
CITROEN SALES set a new WORLD RECORD in March

With 109,200 vehicles sold in March, Citroen achieved monthly sales of over 100,000 units worldwide, for the first the month, Citroen sold 30,600 cars in France and 78,600 in export markets. In Western Europe (17 countries), the Xsara and Saxo sales grew by 30 per cent in a market that increased by 19 per cent. Citroen's people mover, the Evasion, and Xantia are also on a growth path. Citroen sold 10,500 vehicles outside western Europe, a figure up 27 per cent. This result extends the good performance figures of 1998, when Cit-



roen beat its 1997 record with 967,600 vehicles sold worldwide.

Citroen is present in 86 countries with almost 10,000 sales outlets



Cars of the Century CITROEN HAS MORE POTENTIAL ANY OTHER CAR MAKER

With the number of candidates for the Car of the Century award narrowed down by the judges to 26 candidates from the original 100 nominations, French car maker, Citroen, with three nominees, has more entries than any other car maker. The Car of the Century is a global election to determine the most significant car of the century with the winner due to be announced in December 1999, following global polling on the internet and the determination of a jury of car experts from around the world. The judges are looking for cars that have had a significant and lasting effect on the car industry. Citroen's three nominees have changed the course of car design in significantly different areas of car design and technology.

Citroen's Traction Avant proved that front wheel drive was both viable and desirable in modern cars, something that has been followed by the majority of the world's car production.

Citroen 2CV Developed at a time when cars in Europe were strictly for the wealthy, the Citroen 2CV demonstrated low cost motoring did not have to be uncomfortable or unreliable.

The Citroen DS19 introduced design features and technology such as aerodynamics, self-levelling hydraulic suspension and power assisted brakes and steering, all of which are now commonly found across the industry.

Overall, the European car industry dominates the list, with 22 of the 26 finalists, with the remaining four - two Fords, a Chevrolet and the Willys Jeep, coming from the USA. There are no Japanese cars in the finalists list.



VAN OF THE FUTURE FOR AUSTRALIA

French car maker, Citroen, has revealed the possible answer to Australian urban delivery and pollution problems, the Citroen Berlingo Dynavolt, which provides zero emissions around town with its electric engine, while using an LPG engine - cutting emissions by 15 per cent compared to petrol-power - on the open road.

The Berlingo Dynavolt is the latest version of Citroen's stylish urban delivery van aimed at cutting emissions.

Already on sale in France are versions using dual fuel LPG and Petrol and an all-electric version. The Dynavolt takes the best of both of these versions and combines it with

the Berlingo's class-leading three cubic metre load area, car-like comfort, handling and roadholding to produce a compact delivery vehicle ideal for Australian conditions. Under the bonnet are two engines, firstly there is a 20 kW electric engine, along with all control

systems and on-board charger for the batteries. Sitting along side it is a conventional combustion engine powered by LPG. The computer system that controls both the engines and the energy sources decides which power unit to use, depending on driving conditions. Around the city, where speeds are low and pollution, both air and noise are critical, the Dynavolt is a pure electric vehicle, silent and clean. But as speeds increase and the Dynavolt leaves the city, it seamlessly starts using its LPG engine, providing more performance, but still with emissions lower than any comparable petrol engine. The computer programme is designed to achieve maximum reduction in noise and air pollution, so even on the open road the Dynavolt is continuously searching to make its contribution to a cleaner, quieter

environment. For example, if the driver lifts his foot off the accelerator at highway speeds to slow down, the LPG engine turns off and the electric motor starts working in reverse, generating electricity for the batteries, saving the brakes and reducing emissions and noise.

What makes the Berlingo Dynavolt very clever is that this technology and twin engines have no impact on the normal Berlingo's ability to do its job. There is no impact on the exceptionally spacious three cubic metre load space and the front compartment for the driver and passenger retains its spacious and quality atmosphere. Even the Berlingo Dynavolt's handling, roadholding and ride comfort retain Citroen's renowned standards.

The Dynavolt also answers the chief fears of electric car owner-



ship, the fear of running out of power. Despite the fact that half of people using their cars in cities drive less than five km daily and 80 per cent drive less than 50 km per day, the ability of all-electric cars to cover little more than 80 km on charge puts many potential customers off electric cars.

The Dynavolt answers this problem and adds an extra dimension for Australia. In addition offering a range of up to 260 km and quick LPG refueling, the fact that the Dynavolt uses LPG, a fuel that is plentiful in Australia, and that it can use this to recharge its batteries rather than coal-generated Australian electricity, makes it an even more suitable delivery vehicle for Australia.

Citroën



AGM Minutes 24th March 1999

- 1) The Annual General Meeting of Citroën Classic Owners Club of Australia, was declared open by the President, Peter Fitzgerald, at 8.25 p.m.
- 2) Minutes from 1997/98 AGM were presented to the meeting. Proposal that the meeting should accept minutes as a true and correct record was made by John Couche, seconded by Ted Cross. Accepted unanimously.
- 3) Committee members reports were then presented.

a) **Treasurer's report - Ted Cross**

balance in the general account is currently \$8,547.99 and the spare parts account is \$4,983.04.

Accounts have not yet been audited but this shall be done and they will be presented in the next issue of Front Drive. Unaudited reports was then presented, a copy of which is attached to these minutes.

Leon Sims then asked about the taxation liability on club income. This question is to be referred to the AOMC by the new committee.

b) **Editor's report - Leigh Miles.**

I believe that 1998-99 has been a great year on the Editorial front. I am sure the general agreement that the overall standard of 'Front Drive', has been even further enhanced over the year. I also took the step of deciding I did want to continue putting 'Front Drive' together late at night in my office in the wilds of Dandenong. So, I invested in a long overdue, new printer and a scanner. This meant being able to put in late nights at home rather than in the office. It most certainly made the Editorial role far simpler. From a personal viewpoint, the highlight has been the colored covers that have been generously provided, at no cost to CCOCA, by my long-suffering employer - Cussons.

In the final analysis in judging one's performance as Editor the big question must be "Did six editions of a reasonably interesting 'Front Drive' get published this year?" Well, six editions got published, but an answer to the other half of the question must come from you, the members. If you do not believe that there was not something for every member in every edition, well it rests in your hands. If you, the members, do not supply copy, pictures or whatever, you will be in receipt of a magazine that reflects the passing interests of the Editor, more than the members.

As I recall this has been my second year as Editor, although prior to this Bill Graham and I worked on 'Front Drive' together in his last period filling this demanding, but enjoyable position. Prior to that I was President for three years and before that Activities Officer, both on my own and before that in conjunction with Iain Mackerras. Indeed, it was Iain who persuaded me that I should put something more into the functioning of CCOCA, after he was elected to the Committee at his first AGM and the second event he ever attended! So, all up about seven years. Not as many years as some, but definitely more than others.

I have decided to stand aside from Committee - I have decided to give myself more time to myself and to follow some other long-standing interests with more application. Like Peter Fitzgerald and the others who are not seeking re-election, you are not getting rid of us, you will have us in smaller doses.

c) **Club Shop report - Leigh Miles.**

CCOCA SHOP Profit and Loss was presented as follows

Retail Sales	1,092.45
Postage & Freight income	<u>19.00</u>
Total Income	1,111.45
Cost of Goods Sold	<u>592.69</u>
Gross Profit	<u>518.76</u>

CCOCAShop has been seeing an increase in mail order sales in the past year as well as sales at meetings.

d) **Secretary's report - Sue Bryant.**

This is to be my final report as Secretary of CCOCA. I have enjoyed my role on the committee and working with Peter, Mel, Leigh, Ted and for a brief time Jay, has been a pleasure. Committee meetings rarely run past 8pm, which is partly due to a good, disciplined committee structure and partly because too much wine without food is a bad combination and by 8pm I, for one, am hungry!

I will miss the camaraderie of the committee, but my intent is to stay involved. I have had fun! My main reason for retiring is that work is increasingly demanding and I just need more time to do the things I want to do for me, as well as the things I have to do. It is however with some regret I bid this committee au revoir. I hope the next Secretary enjoys the role as much as I have.

The main activities of the Secretary are to handle correspondence (that is collecting the mail), take minutes at committee meetings and keep the membership information up to date. There have, I'm afraid, been times this year these tasks have not been done as quickly as they should have and to those of you who have waited too long for a response, my sincere apologies.

Our membership for 1998/99 reached 159 fully paid memberships. This figure does not include the magazines we send to other clubs. We posted a total of 195 issues of Front Drive in March to other clubs, members and prospective members. We had 146 memberships at this time last year so we have a net increase of 13 members. Of our current 159 members, 23 are new members and those 10 who did not rejoin it seems it was because they had sold their cars. Given the age of most members' vehicles I think it is a credit to the club as a whole that our membership has risen, in each of the last two years.

I wish the Club and the new committee all the best for the new year.

e) **Spare parts officers Report - Mel Carey.**

I am pleased to report another successful year in the sourcing and supply of Spare Parts.

The range of parts available is growing all the time, although the logistics of getting them into Australia & into CCOCA Stock is sometimes tedious and expensive.

Who can tell me why parts coming from UK attract the interest of Customs & Duty and parts off the Continent come straight to the door?

Your Committee has kept an eye on the Spare Parts A/C to ensure funds are spent wisely. Money has been transferred from the General Account to Spare Parts Account to enable us to take advantage of "Special Offers" and rare finds such as the Michelin tyres which were snapped up when advertised through our Club magazine "On Special". Colleen [my wife] has helped me tremendously in the area of Club Spare Parts by taking the responsibility of packing and posting parcels off to the members, standing at the local PO counter on a busy Business Day with various parcels to be addressed and invoiced can be time consuming as I'm sure you have all experienced.

Due to the daily pressures of which most of us endure or tolerate, the Stock Take is still to be done. The same members who helped me last year have volunteered again, so a W/E in the country in the very near future to complete this task is on the agenda.

I take this opportunity to thank the outgoing committee for its support during the year and also those members who have taken the time to write, phone and speak to me expressing their appreciation for our services rendered.

f) **Presidents report - Peter Fitzgerald.**

Well the last couple of years on the CCOCA are perhaps the most enjoyable I have had on a committee. We all took the attitude that the club is not the sum total of our lives and it was not going to be one of those committees whose meetings ran until the wee small hours being bogged down in circular discussions that lead nowhere. Instead we imposed a time limit of around one and a half hours and in most cases covered the issues at hand efficiently and swiftly. Then we all head out to dinner and talk about other things than cars.

Perhaps the most important thing this committee has achieved is the updating of the Club Constitution to bring it in line with today's legal and club's requirements. Each point was discussed at length at a number of specially covered weekend meetings. And I want to publicly thank and point out the good efforts of this committee in working through this often laborious task.

Thank you to Sue for a great effort which has been made more difficult due to her busy work life and a lot of travel for business and pleasure. It is often a thankless task giving up your free time tapping away into the night updating the database, fulfilling membership inquiries, and producing the minutes. It is not the most glamorous task on the committee but a vitally important task.

Talking about not very glamorous but vitally important. Ted Cross. He has done another sterling job totting up all the numbers and even getting things to balance. Thanks Ted for all your efforts especially in light of your career changes and the additional pressures that come with that.

Leigh has been burning the midnight oil for a while now keeping Front Drive on the track and supplying us with a heap of information on things Citroen. Thanks Leigh

As I have stated previously I think that the most important contribution to this Club in years has been Mel's in spare parts. Due to his efforts we have developed an efficient, economic and service oriented parts system. A number of members have mention to me that their cars would still be languishing in the garage if not for our parts system. We were missing an activities person this year, but I would like to thank the committee for taking on the extra burden of organizing events. And I wish to thank all members of CCOCA who also helped with the activities.

As I have said before I have had a terrific time on this committee and although I could run another term according to the constitution I will be standing down due to work pressures.

Myself and those on the committee who will not be seeking re election this year would like to make a commitment to the new committee to attend the first committee meeting to ensure a smooth changeover and we would be pleased to work in the background in a non official position to help where help is needed.

I would like to urge all of you to support and work with the new committee to build on the past 20 years of this club and ensure it stay as fun group to be in and a group that supports each other in our passion for this marque. A marque that came from the mind of a remarkable man called Andre Citroen.

4) Ted Cross thanked Peter Fitzgerald for his efforts as President.

5) 1998/99 Committee retired and John Couche was appointed as chairman for the appointment and election of officer bearers.

Non Elective Positions:

- | | |
|-------------------------|---|
| a) Club Shop | Leigh Miles |
| b) Public Officer | John Couche |
| c) AOMC Representatives | Russell Wade, Ted Cross and Leigh Miles |
| d) Librarian | Robin Smith |
| e) Safety Checks | Russell Wade, Peter Boyle and Mel Carey |

6) **Elective positions:**

- | | |
|---|---|
| a) Editor | Leon Sims (Nominated Peter Fitzgerald, Seconded Leigh Miles). Elected unopposed. |
| b) Spare Parts Mel Carey (Nominated Sue Bryant, Seconded Leigh Miles). Elected unopposed. | |
| c) Activities | Position unfilled. |
| d) Treasurer | Graham Barton (Nominated Peter Boyle, Seconded Mel Carey). Elected unopposed. |
| e) Secretary | Robin Smith (Nominated Leigh Miles, Seconded Sue Bryant). Elected unopposed. |
| f) President | E.A. (Ted) Cross (Nominated Peter Fitzgerald, Seconded Leigh Miles). Elected unopposed. |
| g) Committee Post | Stephen Bartlett (Nominated Leigh Miles, Seconded Sue Bryant). Elected unopposed. |

7) John Couche then to then vacated the chair.

Letters

Membership Secretary

Dear Sir,

Please find enclosed cheque for \$30 for membership of CCOCA. I obtained your address from Mel Carey to whom I had been referred by Greg Bunting of Continental Cars, in search of an oil pump driveshaft for a 1923 B2 10CV.

Fortunately in the last two weeks I was most generously given the best part of a motor and gearbox which had been marinised many years ago and had obviously been lying in salt water for many years. The motor has a plumsoil line of corroded aluminium, fortunately, below the level of the shaft to the oil pump and the camshaft. So I had been able to resurrect the situation.

I would be most interested in knowing if anyone has information on the B Model 10 CV. I am also looking for a steering wheel, which I believe is essential for safe motoring.

As a matter of interest I have had an association with Citroen since 1950 when as an impecunious medical student my generous parents purchased a 5CV - two seater for me to travel to University. This was a sturdy little vehicle which only gave trouble when the "maggie" timing got out of whack when the fabric universal gave up the ghost. I manufactured an alternative from masonite, this was still working well when we unfortunately traded in the 5CV on a Humber Snipe of 1949. However as the original cost was 50 pounds and we received a trade-in allowance of 100 pounds, we thought we were doing well. I would certainly back trade these days after the experiences with the gas guzzling Humber.

The 5CV was possibly the "Doctor's Coupe" as it had a flat back with a lockable lidded boot. The car had the attractive salt & pepper hood which never leaked. I repainted her by hand in Deep Packard Blue and she looked very smart.

As a student at Sydney Hospital the 5CV used to be parked next to the consultants Mark 6 Bentley. The 5CV, even then, attracted more attention than the Bentley and I feel was equally reliable. One interesting feature was a carburettor fitting for water injection, which if not original, was quite old, well before the days of Kleinig's "Mistmaster".

The 5CV did a few country trips, one to Terrigal in NSW which was approached in those days by a long down hill run on a red dirt road, surfaced by small round bauxile like red pebbles. Going at a great pace, 35mph, downhill, we passed our turn off and then not realising that the handbrake worked on the back wheels, I jammed it on. We immediately did a 180 and kept heading downhill backwards with speed unabated and both back wheels locked but rolling over the pebbles for a hundred yards or more leaving behind two deep lines of disturbed pebbles. Subsequently I was more judicious in the use of the handbrake on dirt.

Hopefully the 10CV will one day motor. I purchased it in a largely CKD state on a farm at Mudgee in 1974 and she has been languishing in our pig shed for the last 15 years after several other intermediate habitations. The body is a typical 4 seater "tub", made in Sydney by Fowler Bodyworks of Elizabeth Street. It is my intention to replace the rear tub with a boat tail.

I look forward to hearing from the club - Now off to work in the 2500 GTI

Ken Doust Narooma NSW

Classifieds

CARS FOR SALE IN AUSTRALIA

XANTIA ESTATE — 1997

Hermes Rouge 5-speed manual. Fitted with every option under the sun. Top of the range, glass electric sunroof, CD stacker, cruise control, V5X style interior, Citroën immobiliser, 16valve motor, and the only original Citroën estate towbar in the country etc. etc. Still under new car warranty, Stunning car in immaculate condition. 40,000 km only [mostly country]. Must go to a caring home. Reluctant sale due to lease role over on new vehicle [you know all that tax effective stuff]. OIV 936 [Vic. Reg'n], Save \$15,000 on new replacement cost. \$33,000.

Contact: Peter Fitzgerald Tel: [03] 9696 0866

5CV — 1922

Polished aluminium boat-tailed roadster. Well known VSCC car. Full, ground-up restoration. Engine and gearbox professionally rebuilt. Wire wheels rebuilt, inc. new rims and spokes. New 2.75 x 21 tyres and tubes. Dark green upholstery with matching carpet and trim. Handbook, road tests, parts book [en Français]. No expense spared. All receipts etc. Car starts, stops, steers as you would expect. Club registration. \$15,000. Featured in 'Front Drive', Vol. 22, Issue 4. [M/J]

NORMALE — 1953

Left Hand drive. Club registration in Victoria [CH 3477 — Not transferable] Older restoration in Vietnam. Drive shafts and front end work to return to original recency. Black/creme paint. Vinyl interior. Mechanically in fair condition. A complete and unique car for use on club registration as is or for a rewarding restoration project. Comes with a spare ID19 motor and gearbox for four speed conversion if required. \$8,000 or near offer.

Contact the owner Ted Cross

Tel: [03] 98192208 [J/F]

LIGHT 15 — 1951

Unfinished restoration. Complete car plus many spares. Body restored from bare metal to burgundy paintwork. Gearbox reconditioned and modified by Roger Williams in the UK including new crown wheel and pinion. (cost \$3000)

Extra parts include grille, bumpers (flat type), motor, heads, complete gearbox, spare gears (crack tested), generators, starters, hub & bearing puller, new set of liners and pistons, imperial & metric rims, wooden dash, many other parts.

Contact Bill Slater (08) 8298 5844

Price: \$6000

COLLECTIBLES & PARTS FOR SALE

TRACTION RESTORATIONS AUSTRALASIA

4 cyl & 6 cyl Traction reconditioned engines and gearboxes

Short or Long engines, standard or modified.

Reconditioned ID engines & gearbox, Short or Long.

Reconditioned 4 & 6 cyl Traction Front Ends, complete.

Reconditioned 4 & 6 cyl Traction front Ends, Silentsblocs only.

Reconditioned 4 & 6 cyl Traction & ID Water Pumps

Reconditioned brake master/wheel cyl's

Relined brake shoes

Part engine rebuilds, to customer requirements

[Top or Bottom end]

Reconditioned Driveshafts, 4 & 6 cyl Traction with modern CV joints

All the above are offered on a changeover basis.

Carey Motors P/L

Phone Mel on [03] 5152 1040, Mob: 0412 526 126 or Fax

[03] 5152 2615 [A/S]

VINTAGE PARTS.

Set of new Citroën "Rosalie" pistons. Inquires in the first instance to Carey Motors 0412 526 126 [J/F]

CITROEN CX PRESTIGE

1978 metallic bronze, black vinyl roof, buttoned leather upholstery, 110,000 miles, near new Michelins, good mechanically, excellent hydraulics, electric windows, twin aircon, stereo radio/cassette, C-matic auto, Full History Available. Accident and rust free. Price \$12000

1977 CX PRESTIGE

Similar to above car Price \$9000

Contact Ian Feeney Ph. 7-4630 8654

Email. Feeneyic@fan.net.au

WANTED

DS 19 PARTS

Front panels — guards, underpan and bumper — preferably with Pallas auxiliary driving lights. Can exchange with Chapron-style auxiliary lights and some cash. Prefer second series [post-1966]

Contact Philippe Mortier.

Tel: [08] 8278 3775 or email at mortierp@ozemail.com.au [J/F]

DS 23 EFI 5-speed Pallas

Carey Motors Fax [03] 5152 2615 [J/F]

Don't forget
the BBO



WHERE ?

Robin & Sue
Smith's house
9St. Aubins Ave.
North Caulfield
Ph. 9527 5429 ah
9528 5137 bh

WHEN ?

Sunday May 30th
at 1.00pm

BYO DRINKS
FOOD SUPPLIED

RSVP 23/5/99

Mystery surprise to
someone who
drives their
Citroen to this
Gala affair.

"Merde" Happens - 2CV Stolen

classifieds

MORE CARS & PARTS FOR SALE

5 TRACTION RIMS

Rims have been professionally widened to accept 185 x 15 tyres asking \$425 for 5 rims

Contact Dave 07 3369 8841

1988 2CV6

76,700 miles, Red body. Asking \$12000

Contact Tony Quinn

Mobile 041 6030062 or 029 4894543

PEUGEOT 505 GTI 1985

Maroon body, 5 speed manual, central locking, aircon, factory mags, electric factory sunroof, electric windows, unmarked velour upholstery, excellent mechanically. A thoroughly reliable vehicle.

Asking \$7000 with RWC or negotiable as is.

Contact Leon Sims 03 9583 3972 or 0412 348 848

Suzie Keebles Charleston

Is still for sale. It was passed in at the Shannon's auction with a reserve of \$10,000. The two tone grey Charleston is open to offers or you may wish to put in an offer for her Hoffman convertible 2CV.

Contact Ralph Hibble on 08 9459 1636

1975 CX PALLAS

Silver brown, cloth interior. Reg FNK 880 (6/99)

Good general condition, able to view in Surrey Hills

Contact Rosemary Buchanan 03 9836 3075

Asking \$2500 ONO

1.12 am Wednesday morning 28 April, I am woken by a telephone call from Gordon Hashoff in Berlin. Hello Ralph, can you do anything to help Jost? He is in Mt Connor near Uluru and his 2CV van has been stolen. I reply that there is not much I can do from here, but I'll call Jost in the morning, it is too late to do anything now. The conversation went on for about five minutes and after that it took a long time to go to sleep.

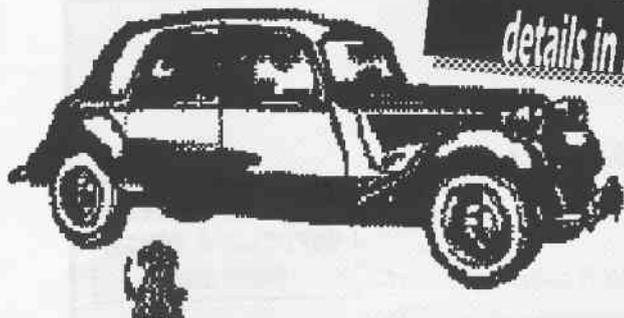
Next morning I tried the phone number I had been given, but without luck. That evening it sunk in that the Northern Territory is in the same phone area as us and by leaving the zero of the number, I got through to Curtain Springs. A sweet and happy voice of a young lady said hello. I asked for Jost and he was instantly on the phone, his voice was clear and happy, obviously he was in a good mood. No, his van was still missing. I got the story in no particular order, but it pans out something like this.

Jost retrieved his van from where it has stayed for the last year at the Transport Hall of Fame in Alice Springs and then drove to the Easter National Citroen meeting at Shepparton. After this he drove down to Tasmania, back to Adelaide, then again to Alice Springs, out along the Tanami Track and from there down to King's Canyon. Except here found it impossible to get through the many gates. He headed back off road a bit here and there, until the gearbox played up again (he had already rebuilt it once at David Gries' place in Melbourne). Again he drove to Alice Springs, put the old gearbox in, then travelled via the Merenie loop road to Curtain Springs. Here among friends from earlier trips he worked on the car for a couple of days and his beloved AZU 250 van was now perfect for Raid 2000. Wednesday night he relaxed, admired the sunset and the gibbous moon already risen over the desert and enjoyed the company of his roadhouse friends. Nearing midnight it was time for a shower and off to bed in one of the containers that are made up as sleeping units. So out to the van. It was not there. A girl sleeping next to it heard nothing. They must have rolled it out and started it further down the road. The road house people notified the local police at Alice Springs 300 kms away, the next road house at Eridunda and at Uluru each about 100 kms away. Nothing. Next morning the jerry can and a couple of Jost's containers are found 50 kms towards Uluru. The police are looking everywhere, the locals use helicopters and the bush network, but no van.

Jost says "They had my AZU 250, my tools, my money, my credit cards, my passport, airline tickets and I fly home to Berlin at 5pm from Melbourne." The locals make a big effort to locate the car. They are truly sorry that this should happen, especially in the outback to a tourist from overseas. Jost is still positive, he has contacted the Embassy in Canberra who inform him that he can collect the needed papers in Melbourne and Qantas will give him another ticket. "I'll go back to Berlin and build myself another van, I have enough parts, but it will be much better if I get this one back. I hope they don't burn it. If they do find it after I'm gone it will be taken to the Transport Hall of Fame in Alice Springs."

"It's very cold here a couple of nights ago. I was with the camel lady and slept out under the stars, it was freezing." I asked was he with the camel lady or the camel? "No I slept by myself, and it was very cold here now. At 9pm it is 5 degrees but during the day it is warm, the beer is cold, the sun shines and the people are great."

An article written by Ralph Hibble



STOP PRESS
Jost's 2CV van has just been recovered
details in next Front Drive



talking technical

SPARE PARTS OFFICER — MEL CAREY

QUESTIONS & ANSWERS

Dear Mechanical Mel,
Since purchasing my British Light 15 from the proceeds of my pro-rata long service leave it has been languishing in my garage over the last twelve months with my sons' Mini and the Alfa 105. The main problem is a leaking water pump which is the type that requires gland packing (a complaint not uncommon to the odd geriatric male). I require your advise on the options available.

To the water pump that is!!!

Leon

Dear Leon with the Languishing Light 15,

Those old style Water Pumps really are a pain aren't they, would you believe, they were designed to leak! [The idea was to lubricate the gland packing seal.] I not the first Traction engines didn't have a waterpump at all, just a jackshaft driven fan. Presumably the standard "Thermosyphon" style of engine cooling of the period was inadequate for this new "High Compression" engine.

Its a pity the clutch is directly under the waterpump however the designers did try to accommodate this problem as I have found on a few 4cyl. Traction's, an overcentre lever at the base of the clutch pedal, its function is to hold the clutch pedal in the fully depressed position while the vehicle is stored or not used for a period. The point

being, when the water gets down into the clutch when the vehicle is stationary, the clutch plate is inclined to stick to the flywheel, the first you know about it is you can't get the gear lever into any gear position without terrible crunching sounds.

There are methods of freeing the clutch plate without dismantling but they are very hard on the transmission and if they don't work there is no alternative but to remove the gearbox and unbolt the clutch pressure plate to release the clutch plate [I have experienced this problem on rear wheel drive cars that have not been used for a long period] So, its not just the cooling system that can suffer.

The gland packing material is available, but unless you are lucky to find some old style stock, it is now only available in a synthetic material that is not as efficient as the old style as it requires more leakage to protect it from overheating, this is fine in an agricultural pump situation but is unacceptable in your Traction.

The later style of waterpump has a conventional seal similar to what is used in the modern motor car but unfortunately this seal is not interchangeable in the old style pump.

So the advice is to procure a later style pump and have it reconditioned, [parts are available through Club Spare Parts except the actual body of the pump] The method of reconditioning is to replace the shaft or have it built up and hard chromed, replace the bearing & bushes, clean up the

carbon bush that the seal runs on, replace the impeller and of course the magic seal!

While your at it, have the radiator professionally checked and at least cleaned, reverse flush the block and check very carefully the Fan for hairline cracks around the area of the bolt holes.

And a last bit of advice, talk to one of the old hands about the best use of the good lady's old stocking's! [alternatively, refer an early edition of Front Drive for details]

Enjoy your Citroen!
Mel.

(This suggestion of a good lady's stocking seems a little suggestive. Mind you they do look awfully nice with my stilleto's. Ed)



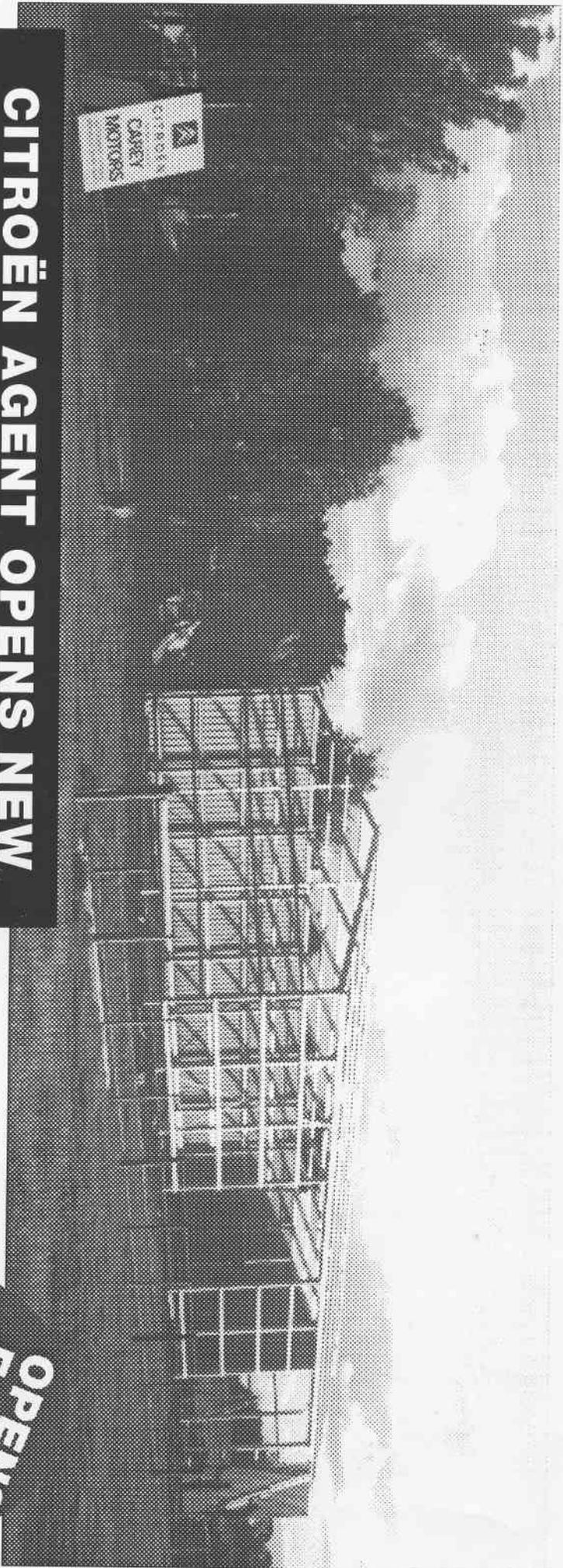
HOW TO CONTACT MEL CAREY

PO BOX 469, Bairnsdale, Victoria, 3875, Australia

Fax [03] 5152 2615, Mobile: 0412 526 126

E-mail address: citroencorey@net-tech.com.au

Please note Mel's
corrected email
address!



CITROËN AGENT OPENS NEW HEADQUARTERS IN GIPPSLAND

Carey Motors' new premises are well under way and we look forward to opening our new workshop and showroom in July.

Our new site covers 3,000 square metres and the workshop floor area is approx. 300 square metres.

Services include:

- Citroën Australia authorised service and repairs
 - Simple servicing of all Citroëns to major restoration... on time... on budget
 - Sphere regassing facilities and LHM supplies available
 - New and second hand parts
 - Specialists in servicing and restorations of Traction Avant, 2cyl and all Hydraulic Citroëns
 - Australia wide specialised and insured transport service of vehicles door to door
 - Extensive undercover storage facility available for long term and stage by stage restorations
- Next time you are passing through Gippsland pop in to see Mel and Colleen and lets talk about how you can get more enjoyment from your Citroën.

Current restoration work in progress:

- 1950 L15
- 1953 L15 x 2
- 1956 L15
- 1954 B15 x 2
- 1938 11BL Roadster
- 1952 B6
- 1958 1D19
- 1970 DS21 Pallas Semi Auto
- 1974 DS23 Pallas EFI 5 spd



Carey Motors

10 Omeo Highway Bairnsdale Victoria
Telephone 03 5152 1040 Fax 03 5152 2615

