

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROEN OWNERS AND ENTHUSIASTS

October/
November
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FRONT

COCCA/CCCV CONCOURS 2000



FACES of CITROEN



POSTAL ADDRESS

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DRIVE

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NEVILL'S Revenge



CITROEN NEWS



CCOCA MEMBERSHIP

Annual Membership \$35
Overseas Postage Add\$9

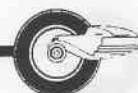
CCOCA memberships are due on the 25th of March, each year and run until the following March.

CLUB MEETINGS

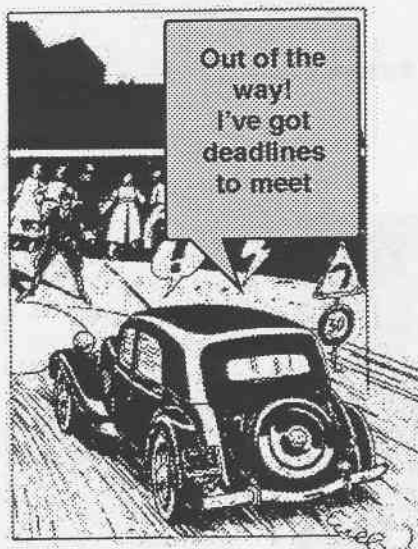
Every fourth Wednesday of the month, except December, at 8pm
Venue:- Canterbury Sports Ground Pavilion,
cnr Chatham and Guildford Roads, Canterbury, Victoria.
Melways Ref 46 F10.

LIFE MEMBERS

| | |
|-------------|------|
| NANCE CLARK | 1984 |
| JACK WEAVER | 1991 |



EDITORIAL VIEW



Thank you to our contributors for October/November

Graham Barton
Alan Brown
Citroen Australia
Ted Cross
Helen Cross
Mel Carey
Ralph Hibble
Peter Sandow
Nigel Wild
The Internet Thief

Every time I turn on my e-mail, there it is, another contribution to Front Drive. It's most satisfying for an Editor to have an enthusiastic flow of material to offer to the general membership. Keep it flowing.

Since returning to my sport of cycling in master's competition I find that driving the Traction has been less. However Sue and I have recently taken to driving down Beach Road to mingle with the Latte set.

It never ceases to amaze me that the Traction draws attention where ever it's parked. It still flows with the general (legal) flow of the traffic although stopping requires further consideration. On a fine day it is glorious to open up the sunroof and the wind-screen and soak up the bay-side atmosphere.

It seems just a little indulgent to only use the Cit less than a dozen times a year. Consideration is being given to purchasing an every day use Citroen, so if someone is interested in our toy, give a call. This issue of Front Drive comes packed with reading about past functions, feature articles and technical contributions.

Hope you enjoy the last mag for year 2000.

Regards Leon



LIBRARY MAGAZINES FOR FREE

We are culling some older magazines from the collection, and offering these to members
POST FREE!

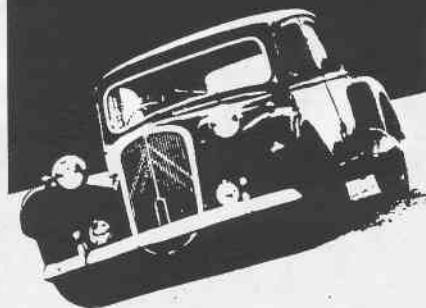
Please contact the Librarian, Robin Smith, or the Secretary, Peter Simmenauer, with your requests. First come, first served (although non-Melbourne members will be preferred if the same requests are received at the same time).

Any issues remaining after 3 months from the date of this notice will be recycled.

Issues available are;
Association of Citroen Enthusiasts (WA) Newsletter Feb 1992-Dec 1998
L'Auto (CC of SA) Feb 1988-Nov 1998
Avant Garde (CCC of Queensland) Sep 1987-Dec 1998
CCCV Newsletter (Vic) Feb 1984-Dec 1998
The Chevrons (CCCNSW) Sep 1987-Nov/Dec 1998
Citroen News (COA of WA) 1981-1991
Citroenews (CCC of Tasmania) Aug 1995-Dec 1998
French Connection (Club Automobile Francais - SA) Jun-Dec 1998
New Zealand Citroen Nov 1988-Feb 1999
2CV Nyytiset (Finland) Jun 1987-Jan 1997
2CV Suisse Romande Nov 1994- Dec 1998
CTAC (Zurich, Switz.) 1985-1998
Traction:medlemsblad for dansk Citroenklub Mar 1987-Nov 1991



PREZ SEZ



This issue of our magazine will be the last before we all break for Christmas. We have only a couple of activities planned for November and I encourage you to come along to them if you can.

Your committee has worked hard to bring you a good range of activities so far this year and I know that there are some excellent events to unfold in the new year. I am expecting there will be one or two changes to the current committee's structure at our next AGM. This is good for the club to introduce some fresh ideas and energy into the already excellent team of contributors. So, over summer, have a think about joining the committee and adding your contribution to our activities.

Our Web-site continues to add real communication to our membership and there will be a further growth for the site over the next few months. In the meantime why not log-on and see what has been happening in the last few weeks.

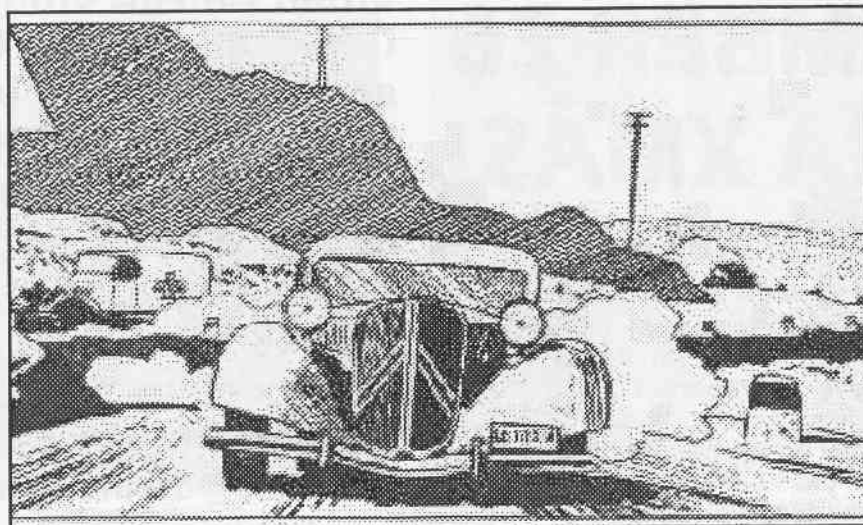
This week I have had the pleasure of meeting with Hans Georg, the President of the Swiss

Traction Owners Club (www.tractionavant.ch) and he is a devoted tractionist and a great ambassador for his club. We visited a few club members and he had a short drive of my Big-Six traction. We immediately developed a great rapport together and proved that being a Citroën devotee crosses all international boundaries and cultures. His club's magazines are also available through our library.

All I need to do now is decide if we can afford to go back to Europe next year and join Alan Brown and a group of Citroënists in the Raid Vendée that has been planned. Places for this trip are still available if you are quick.

I still enjoy my Citroëns just as much as the first day I purchased my first one, but the added advantage of being involved with these toys is the great friendships that Helen and I have made over the years. I encourage you all to make the most of this network and maximize your fun.

regards
Ted Cross



A-TRACTIONS 2000



CCOCA 2000 EVENTS NOVEMBER

WEDNESDAY 22nd
MONTHLY MEETING
Christmas Party and club auction

SUNDAY 26th
CCOCA XMAS PICNIC DAY
Rob Roy Historic Hillclimb Meeting
at Christmas Hills



CCOCA

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ROB ROY HILL CLIMB NOVEMBER 26 CCOCA XMAS PICNIC DAY

Rob Roy Hillclimb is located in Clintons Road,
Christmas Hills off the Eltham to Yarra Glen Road.

Entrance is \$10.00 per car.

Competition starts at 10.30 am

CCOCA members meet on the spectator hill to the
left of the start line.

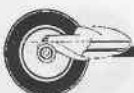
Phone Leon for details on 9583 3972



email EMAIL email EMAIL
Could all members who have
access to email please email
Ted and Helen Cross with their
email address, either work or
home or both, so that we can
set up a central register.

**Members will then be informed
of upcoming events and all the
news and hot gossip!.**

crossfam@ozemail.com.au



Ballooning in the Yarra Valley - Sunday October 8th

Up, up & away

Today we had an early start - we were in St Kilda Road Melbourne and in a mini-bus before 4.45 am - repeat 4.45am - we were off to the hot-air ballooning - it was a once-in-a-lifetime experience - breathtaking - exciting - wonderful - very gentle - we were well rugged up so we were not cold - even at 2000 feet - great!! We had eight starters for the flight - Ted and I, John and Trish Gratten-Wilson, Ros and Max Lewis, Mark McKibbin and Steve Bartlett. All thoroughly enjoyed the flight, and we then adjourned to deBortolis winery where we met up with Iain Mather and had a slap-up gourmet cooked breakfast. We returned home around noon. If there is more interest we may possibly repeat this in a year or two.



Helen Cross

21/10 Cheap Eats

Vinh Ky -Vietnamese Restaurant

Saturday night's joint CCCV/CCOCA event was a very enjoyable if rather noisy event once again. Despite some non-starters we managed to entice 38 revellers for the 11 course banquet organized by Helen Cross. As it was again BYO I remembered last year feeling a little worse for wear on Red Wine. As I am a quick learner I just took beer and white wine instead !! This worked to a certain extent and only a minor head ache resulted the next day at 6.20 am when I started the day's duties at the Concours.

The meal was very enjoyable overall and the restaurant owner wisely placed us upstairs out of harms way. This was a great way to start the weekend's activities and I can recommend it to you for next year IF it is again offered.

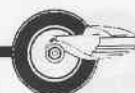
Ted Cross



The Venue: Downtown Richmond



The Cast: Made up from Citrophiles from CCCV/CCOCA



CCOCA / CCCV CONCOURS 2000



A sensational spring Melbourne day was provided for us to enjoy another joint CCCV/CCOCA annual event. Around seventy five cars were presented plus a couple of late arrivals who slipped under the guard of our relentless gatekeepers - Dominic and Amanda—the collectors of the entrance fees.

A fantastic selection of Tractions, D's, 2cv's, and most other models of Citroen were on parade. Some very rare cars were displayed and the standard is rising each year. It is important to remember however that this event is a Concours D'Elegance so originality is not the major focus. This is to encourage as many participants as possible, so try and make it along next year if you can.

The most improved vehicle will be awarded as soon as last year's results are compared and the winner will be identified.

There were many impressive results. Congratulations to Phillip Rogers, Warren Seidel and Jean-Pierre Jandel for their winning vehicles.

Thank-you to our sponsors who will be noted elsewhere in this magazine.

Carey Motors once again provided the outstanding restoration—a wonderful silver metallic D, restored and improved for Jean-Pierre and this is further evidence of the quality coming from the Carey garage.

A new sponsor this year was Citro Motors who have been helping Citroen owners for past decades. Rumours suggest that Citro Motors is planning a resurgence in the Melbourne market, so keep alert for any developments in the near future.

A big welcome to Suzanne Smith's new baby - Daffy - blue in colour, very pretty and well behaved (and slipped into Victoria in secrecy and deception).

Many thanks to all of the helpers of this important event. A special thank-you to Peter Fitzgerald who once again helped us to run another successful event.

Ted Cross



and the winners are

Best 2CV
Martin Holbery
Sponsor
Gateway
Credit
Union



Best Current Model—Sue Bryant
Sponsor—Citroën Melbourne

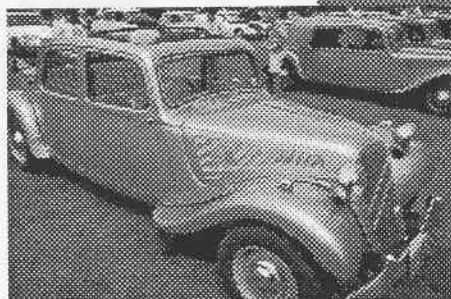


Best AX/BX/
Visa
Alan Pinkey
Sponsor—
Citroën on
Church



OUTRIGHT
CONCOURS
WINNER
DS23

Jean Pierre Jardel
Sponsored by
Ateco Citroën Aust



Most Popular Vehicle
Warren Seidel
B15 Decapotable
Sponsor—Carey Motors



Best CX/GS—Charles Wantrup—Sponsor—Citro Motors



Best Traction
Phillip Rogers
Sponsor
Carey Motors



EMAIL



Looking for bright ideas

History; When I bought my '56 Legere one of the car's very many problems was the generator which had seized bearings for so long that the belt had worn down the aluminum pulley. The generator was taken in to an auto parts store which sent it out to be repaired. When it came back I know that the bearings had been replaced and a new set of brushes had been installed. I do not know if any other work was done. Eventually I found a replacement pulley although it has a slightly larger diameter and therefore the Gen. turns a bit slower.

After this, the charging system worked, but the output could not quite keep in the + if the high beam headlights were on, so I changed from the original regulator to an American unit. This one worked much better, but when Dennis Bayer told me what regulator he used, it was a slightly different model, so I changed to the same one he used with good results.

Then I bought a 6V to 12V inverter and installed a 12v radio which has worked fine for some years now. The only problem was sometimes IF the radio was turned on when the car was being started the voltage drop due to the starter working (and maybe the battery being a little low) would "starve" the inverter and the radio would lose voltage and the station pre-sets would be lost. I learned to always turn the radio off before stopping the engine. Small problem, and easy enough to deal with it. Last summer we took a 100 mile trip on which we listened to the radio and all seemed normal. The last 500 meters was on a VERY bumpy road, at the end of which we stopped and had our picnic. We drove on the same bumpy road on the way out. About 5 or 10 miles later, while on the highway with the radio on I noticed that the ammeter needle was jumping around in the discharge, coming up to 0 but never going into charge. Unsure about when the problem had started, I pulled off the highway, turned the radio off and noticed that the needle stopped jumping but stayed in discharge. Turning the radio on I saw that the louder the volume and the higher the bass, the more the needle jumped into deep discharge. After trying a few

things it was clear that the generator was not putting out any current, so with the radio off, and using hand signals instead of the flashers, we made it home before it got dark enough to need headlights.

Took the generator and regulator into a commercial rebuilder. They said they could bench test and repair the generator but their equipment for testing 6V regulators was broken. I left the generator, and at first they said the armature and field both tested fine, but when assembled it didn't work. Next they said they found a fault in the armature and rewound it. After that it still didn't work on the bench, and on further examination a problem with the field was found and fixed, or so they told me. Back on the car it worked just as it had before, at least for a while, and the needle would jump in the charge mode if the radio was at high volume, just as it did in discharge. Then, I'd be driving along. Happy as a lark and the generator would stop generating, but then it would resume all on its own!! I checked connections and continuity of the wires from the Gen. to the regulator and they seemed o.k.. I kept driving until finally one day it stopped generating and did not "repair itself." After a few more days of trying, it stayed 'dead' so I took it off and brought it back to the shop that rebuilt it, certain that as it was no longer "intermittent," that they could find the problem. They tested it and said it was fine.

A few days ago it went back on the car (Thanks to Dennis) and the heaviest of the 3 wires to the regulator (from the armature I think) was changed. It charged normally. The next day I drove it for a mile or 2 and it was fine, but on the following day after about 5 miles it stopped charging again. That afternoon I decided to change the other 2 wires (ground and field, I think). While loosening the nut on the generator the wire broke off at the connector, making me think that there may have been a bad connection after all. Both old original wires were removed and new ones of a heavier gauge were prepared, but not installed as it got dark. The next morning (Sunday) the 2 new wires are installed and, YES, it worked very nicely and the needle seems to be steadier, even with the radio on. With a

confident heart, I take off on a 5 mile trip to visit Josh and his 15/6H (with the radio on, of course) and it stops charging again! Damn Damn Damn.

Tomorrow I will do the following:

1) start the car and see if it charges. If it Doesn't charge then
2) I'll disconnect the wires, let it sit for a few minutes, reconnect them and try it again. IF this causes it to charge, or if it DOES charge from the very start, I'll drive it around with the radio off, even though I cannot imagine how the inverter could cause any problems, and see what happens.

3) install the other "American" style regulator.

HELP! Anybody out there have any ideas about how to trouble shoot this? It makes me very nervous with a car that where the ONLY fuses are for the inverter and the radio and it makes long trips or night driving a bad idea.

Thanks,
david r.

p.s. We DID polarize the generator as per the instructions in the Regulator box. I think we touched the "Batt" to the "ARM," just long enough to get a spark.

Dear David

On the generator there are 2 threaded post terminals and a threaded hole for the ground. The two posts have different diameters Which one, thick or thin is for the Field? IF these two were hooked up backwards what would happen??

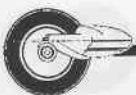
The thin one is the field terminal. If hooked up backwards it wont work alternatively generator/ regulator will be ruined.

Peter L

Peter,
thanks for confirming what I thought. These wires have not been hooked up backwards since I have owned the car. Now, all we need to do is cure the problem.

It seems almost as if disconnecting the wires is the action that restores charging, kind of like re-booting the computer when windows freezes up. Of course this makes little sense for a system as simple as the TA charging system.

Thanks again,
David



EMAIL

Gossip

Hello all;

Went out this morning to experiment.

1) started car and observed that it still did NOT charge at all.

2) Removed the wire to the field for about 10 seconds and re-attached it

3) Started the car. After a second's hesitation it started to charge strongly!!!

My guess is that something in the regulator is getting stuck.

All of the above was done with the radio off.

David

Dear David

All I can say is that generators are tricky devices sometimes.

Some time ago I was working on a Traction with generator problems.

It wouldn't charge at all.

I put in a new regulator - didn't work.

Opened the regulator and manually pressed the contactor, then it started to charge.

After engine has been stopped it wouldn't work again when engine was started, but if the regulator was forced it started charging. It was as though the field needed to be "jump started".

So I made a temporary jump start circuit for the regulator and so the owner had to open the bonnet and jumpstart the regulator every time he was using the car.

After a few months it wouldn't work at all.

I then lent him a generator that was in good working order. He fitted the generator himself and hooked it up according to instructions and it didn't work at all. He tested some other regulators with no success.

I thought that the generator he borrowed from me was destroyed somehow.

I talked him into buying a new 6v alternator and he came by my place to have it installed.

That worked very well. I got my generator back and I tested it and it worked just as good as it ever did. The strange thing was it wouldn't work on that car. I still don't know why and it bothers me when I can't find an answer to why things don't work. It is frustrating.....

But sometimes this is how things are...

Peter L

Don't you think that owning 60 Cits is just a little obsessive

The October issue of Classic and Sports Cars has a two page article with a picture about a fellow named Richard Bonford and his Citroëns. The picture shows him in front of his house with six of his sixty Cits! Yes, he owns 60 Citroëns according to the article. He lives in Sacramento, California. Any of you west coasties know Richard?

Richard was at the Northfield Rendezvous this year (and most years, I guess). He's been passionately involved with Citroëns his whole life. His father Albert was in charge of parts and service operations at Citroën Cars Corporation in Los Angeles from the mid-fifties 'til the end in the early seventies. Richard is working hard on the west coast end of ICCCR organisation, and is involved in the museum presentation at that event. I've heard he's working on a book about Citroën in the US.





RAID VENDEE #2

September 2001



OUTLINE ITINERARY

Sunday 2 September 2001

Arrive Ste Cécile Résidence/Camping "La Rivière"

Evening; Welcome by Maire of Ste Cécile. Drinks at town hall.

Local wines & liqueurs. Meet the locals.

Monday 3 September Croissants & coffee from village bakery
Gourmet lunch at restaurant "Le Bon Accueil", Les Essarts

Afternoon Boules competition, or discover one of the village's country walking tracks

Catered Barbecue supper

Tuesday 4 September

Early departure for drive to Saumur
Visit of medieval town. Find your own lunch

Afternoon visit of "Méthode Champenoise" winery

Early evening arrival Hotel des Châteaux resort (Indoor swimming pool & restaurant)

Wednesday 5 September

Morning visit of Azay le Rideau Château

Find your own lunch

Return to Ste Cécile (3 hrs) via Châtea

teau of Chinon

Late evening meal at "Hotel du Tigre", St Vincent Sterlanges

Thursday 6 September

Your day to do as you please. Drive out to the coast or to the islands? Motor museum at Talmont?

Friday 7 September

Visit of Vendée main Citroën agent (interesting collection of cars includes a DS Cabriolet & Maserati) A chance to meet sales & service personnel.

Evening catered meal & farewell celebration at La Rivière.

Saturday 8 September

Depart Ste Cécile or stay on to tour Western France independently.

Accommodation;

Camping at Résidence la Rivière complex approx 45F/person/night
Fully-equipped Chalet rental Résidence de la Rivière (Recommended) approx 270F/night sleeps 4
Hotel des Châteaux (1 night) Twin/double approx 300F

Restaurants/meals;

Restaurant menus from 60Fr including wine

Catered meals (3rd & 7th September) , including wine, will be financed by reservation fee

Bookings; Maximum number of participants limited to 35.
\$50 reservation fee per participant to be forwarded with booking form below. Australian personal cheque accepted. Payable to AJ & SA Brown. This fee is non-refundable.

The Small Print

Alan Brown acts as facilitator only for Raid Vendée #2 2001. He undertakes to make all above arrangements for no financial gain and as a courtesy to fellow Australian Citroën enthusiasts. He accepts no responsibility whatsoever, under any circumstances whatsoever for any damages or prejudice arising as a result of any person participating in the above event. He reserves the right to modify or cancel part or all of the above itinerary without notice.

Enquiries;

Contact Alan by Email (preferred)
alan.brown@free.fr
phone France 251 40 22 74
Fax France 251 40 2636

RESERVATION

Please complete form below & post to;

Alan BROWN
Les Roblinières 85110
Ste Cécile
France

I would like to participate in Raid Vendée # 2 in September 2001 I have read the Small Print above & enclose payment \$50 per person reservation fee.

Name _____

Address _____

Date of Birth _____

Type of accommodation required (please tick);

Camping _____ Chalet _____

My vehicle (if known) will be _____

Intending participants

Steve Wedell & Anja Ahrens—
Australia
Jean-Paul & Anne Marie Batiot—
France
Ted & Helen Cross - Australia
Geoff & Carol Howatson—Australia
Shirley & Alan Brown—France
Kathryn Dodington—UK
Rob & Libby Little—Australia
Stefan Pietrzyk—France
Greg Bracegirdle—Australia
John Sherwin & Vivienne Kwok—
France/Hong Kong
Ron & Sue Herivel - UK
Francis Tessier—France
Registration
If you have not yet registered, please do so by 31st January 2001



The CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA
Opens the Bookings for
**THE FRENCH CAR CLUBS, 2001
GREAT ALPINE ROAD TOUR**

This Tour is a joint club event not to be missed.
To be run over the March long week-end, starting Saturday 10 March and running through to Monday 12 March.

This unique Tour departs from the Fountain Gate Civic Centre and travels the Princes Highway to Bairnsdale. A morning coffee with a renowned car restoration company is proposed.

The Great Alpine Road starts at this point, running north through Bruthen, Tambo Crossing, Ensay, Swifts Creek and on to Omeo for lunch at the Golden Age Hotel.

This stage of the Great Alpine Road offers a spectacular, winding drive through the lower alpine valleys. This mountain drive rivals the coastal drive of the renowned Great Ocean Road.

From Omeo the gradual ascent to Mt Hotham commences, via Cobungra, Hotham Airport at Horse Hair Plain, Dinner Plain, Wire Plain and arriving at the Mt Hotham Alpine Village.
We stay for two nights at Hotham.

Peninsula Ski Lodge and Shepparton Ski Lodge are booked to provide excellent chalet accommodation. The neighbouring lodges each command spectacular views across the Dargo Valley and both offer en-suite facilities to all bedrooms. This form of lodge accommodation offers flexibility for participants to join together and to share the enjoyment of French motoring and French fare.

At Hotham there is plenty to see and do, taking in marvellous panoramic vistas. Special motorkhana events are also planned for interested enthusiasts.

Mountaintop walks abound, to Mt Loch or to the very top of Hotham. Wander the Hotham Heights village or explore the ski runs out to Brockhoff Hut at the top of Snake Gully.

Alternatively, take some short drive trips out to Lennie's Lookout or the original historic St Bernards Hospice site or back down to Dinner Plain for a closer look at quaint alpine architecture.

Meals can be either DIY prepared in the excellent lodge kitchens or eat out a' la carte in the resort bistros.

The trip home departs Hotham Monday after lunch, descending The Great Alpine Road through Harrietville, Bright, Myrtleford, Milawa along the Ovens Valley Highway and then back onto the Hume and home.

Finally we make the point that regulated road speeds are to be observed as this event is an alpine tour and not a competitive rally. All French car enthusiasts are welcome.

Further information can be obtained from either
Ted Cross, President CCOCA,
Tel 98192208, email crossfam@ozemail.com.au
OR
Peter Sandow, Tel 9822 4473, email info@fmsa.com.au

CLUB HISTORY WANTED for COCCA WEBSITE

To all members

I know we as a club have a great and varied history. Through our web page we have the opportunity to show the rest of the world of our rich past.

What I am asking is for any members who have photos of any event or vehicle to hopefully lend this to the club to display our history on the Web.

As well as being displayed on the web all images will be archived on CD Rom for all club members to enjoy in the future.

It would also be great when submitting images that basic info be given explaining the nature of the photo ie year photographed the people car type and year etc.

Also include your name and address so photos can be catalogued and registered and be returned to you Asap.

Please send to Treasurer co CCO-CAPO. Box 52 Deepdene Delivery centre Victoria 303

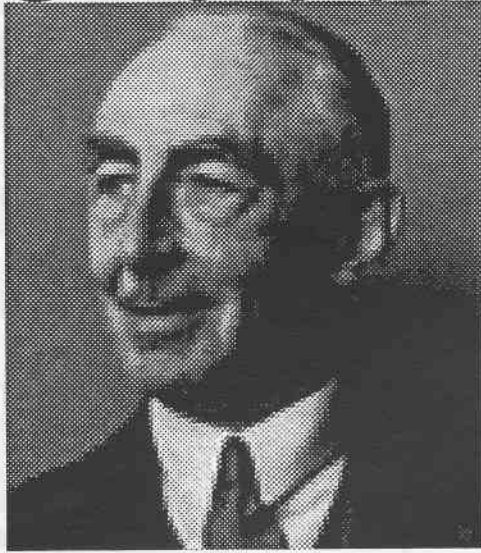
Cheers

Graham Barton

The bloke who is trying to look after the History page on our Web site



the faces of CITROËN



Pierre Jules Boulanger

Pierre Boulanger came from Michelin, and was assigned as CEO of the Citroën factories in 1934. Boulanger was the man that started up the development of the TPV, Toute Petite Voiture, that later became known as the 2CV.

In '38 he finished the B 15 Six; the jewel of the Traction line. In 1938 Boulanger wrote this idea in his notebook: "VGD, Voiture de Grand Diffusion". A car that should be more comfortable, spacious, aerodynamic, aesthetic and faster than the Traction, without weighing and costing more.

The DS was born.

Pierre Boulanger said to his men: "I'm not even demanding a result rate on 10%, and I ask you to study all possibilities, including the impossible". In 1942 he accidentally saw the drawings to a new type of injection system. He was fascinated by the idea, and the designer behind the system, Paul Magès, was immediately put on the DS team. In '46 the first successful test was done, and in '49 the revolutionary hydraulic system of the DS was a fact.

In 1950 Pierre Jules Boulanger was killed in a B11 on his way to Clermont-Ferrand.

André Lefèbvre

Lefebvre was the technical father of the Traction, the 2CV and the TUB/HY. And, of course, one of the big brains behind the DS.

Conceiving the DS, he had his ideals from the very beginning: A wide wheel base, a gauge 20 cm wider than in the back, front wheel drive, low centre of gravity, front weight 800 kgs, back weight 400 kgs and rack & pinion steering.

These proportions caused great difficulty to the engine designer, Walter Becchia, who also developed the 2CV engine. He worked on a 6 cylinder water-cooled engine, which unfortunately gave much too much weight in the front. The performance was a disaster. In 1952, however, a Citroën engine constructor by the name of Poillot solved the problem. He created a lighter engine in new proportions from the old Traction engine that matched the DS perfectly.

The brakes turned out to be a problem as well. Lefebvre wanted drum brakes by the differential in order to make the steering geometrics perfect. But again, these brakes were ineffective in a car of this size. They were too small, and got soft as jelly when they used them repeatedly. The solution was at hand,

though. Jaguar had developed a new type of brakes for the Le Mans races: Disc brakes. These were much too expensive to acquire from Jaguar, so the Citroën technicians developed their own. These were based on completely different principles than Jaguar's, and they matched the hydraulic braking system made by Paul Magès. Now, the DS braked better than any automobile on the planet!

Lefebvre was the mastermind behind the steering wheel of the DS: He made analyses, that proved a spoke wheel to be much cheaper, lighter and easier to look through than the normal steering wheels.

The Citroën designer, Flaminio Bertoni, sketched and modelled the new and beautiful steering wheel in no time. André Lefèbvre loved new and exotic materials. He was one of the first French men in a nylon shirt, and his office and home were filled with plastic bags, nylon stockings and artificial materials. That is why the D-series got the roof, seats and carpeting in artificial materials. 100 kgs of aluminium, stainless steel and other exotic materials were used in the DS.

And on Wednesday, October 5th 1955, André Lefèbvre and three other members of the DS crew, drove the DS by the Champs-Élysées for the first time ever. And a piece of history was made.



Flaminio Bertoni

Bertoni was the head of the Citroën design department. He was the man behind the classic curves of the Traction and the shockingly new and radically functional shapes of the 2CV, TUB and HY.

And in 1938 he started creating his dream project: The DS.

And a dream project it was. In Boulanger's words, he was going to design "The world's best, most beautiful, most comfortable and most advanced car, a masterpiece, to show the world and the American car factories in particular, that Citroën and France could develop the ultimate vehicle.

The design of the evolved over a number of years, only interrupted by the war and the death of Pierre Boulanger. After the new head of Citroën, Pierre Bercot, took over, the VGD/DS project got strengthened. Everything and everybody was dedicated to get this car out on the streets.

Until now, the DS had a rounded rear end, similar to the early Saab designs. In August '55, Pierre Bercot demanded to see the DS as a high finish prototype. He disliked the rear end, because it looked too much like other cars at that time. He asked Bertoni to make a new rear end - and make it fast! In November 1955 - only one month before the introduction at the Salon d'Automobiles — Flaminio Bertoni sketched the famous rear window and roof indicators.

The original dashboard was created during the last phases of the process. Bertoni was competing with an external designer by the name Robert Michel of making the best solution. At the last moment, Flaminio Bertoni showed up with a huge box under his arm. He opened it, and took out an immensely beautiful dashboard: 3 soft curves, containing an elegant and minimalistic speedometer, a huge rounded glove compartment covering 50 percent of the entire dashboard, ending up in symmetric air nozzles in each side. The dashboard got approved. And produced.

Lefebvre wanted a simple, see-thru steering wheel. Bertoni designed and modelled the characteristic and sensual 1-spoke steering wheel in a split-second no time. This is now considered one of the most beautiful features of the DS.



Paul Magès

Magès was the man behind the hydro-pneumatic suspension of the DS. His ideas were discovered by Pierre Boulanger by accident, and Boulanger was fascinated by them, even though the Citroën technicians considered them hopeless. Boulanger employed Magès in the development department. A decision, he never would regret.

Paul Magès was a curious man, and he consumed all literature concerning wheel suspension, suspension in general and braking systems. He defined a question to himself: "How do you create a suspension, that is soft when driving slow, and gets harder when speed is increased?"

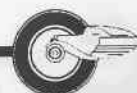
The answer to that question was hydro-pneumatic suspension. In 1944 a 2CV prototype was ready with a simple version of the system. The car broke down after 15 minutes. Magès improved his solutions and in 1946 Boulanger, Lefebvre and Magès drove another 2CV prototype - no. B9 — through "Du long du mur", a torture stretch. The suspension worked perfectly!. After this, Boulanger decided to move Paul Magès to the DS project in order to give this big, beautiful

car the world's most comfortable suspension system.

Magès rebuilt the Traction from 1948, and the first B11 prototype was ready in 1949. After a thorough test drive, the enthusiasm would take no end. But why stop at the suspension? Magès started to develop power steering, brakes and gear system based on the central hydro-pneumatic system. He worked fast and used simple means to get things done. Only one thing, the "Pédalo", the small mushroom brake, was too advanced even for Lefebvre. However, when a test driver saved the lives of two children with a miraculous braking, the bosses surrendered.

At eight o'clock in the morning, Wednesday October 5th 1955, a DS was parked with the motor running behind the big gates of Quai de Javel. It was the first time the DS was to see the light outside the factory. It was the day of the Salon D'Automobile de Paris. André Lefebvre decided that Paul Magès should drive the car. The car with the most advanced design and suspension system ever.

The car of the century.



part 3 of

The SERVICEABLE 'D'

The Serviceable 'D' -part 3

In concluding the previous article I noted that the final item of the 6,000 mile service consists of a clutch adjustment check, and I shall now deal with this procedure for both manual and semi-automatic transmission cars. On the latter, clutch adjustment should be carried out only as part of a sequence of checks, whereas on a manual car the job is relatively straightforward, so I shall commence with this!

The arrangement of the clutch pedal on a manual D is perhaps less than ideal; the pedal travel is long and the release pressure fairly high. To lessen these inconveniences Citroen modified the clutch control to incorporate an overcentre spring and this was fitted to all manual cars produced after September 1968. This spring functions to reduce the pressure needed to keep the pedal depressed; the snag is that its setting is critical and if incorrect makes the clutch even heavier! The following includes all the initial adjustments of the clutch control which, once set, need only be checked occasionally; normal clutch adjustment is explained, and this is usually all that required periodic re-setting. It is worth checking all the settings once to start with! The cable layout naturally varies between LHD and RHD cars; the latter incorporates a rather more tortuous bell crank lever, and maladjustment can place excessive loads on a component which is already known to fatigue after many years use!

The basic adjustment method remains the same: work through the procedure in the order given,

1. Adjust the height of the clutch pedal. This is done using the screw and lock-nut on the pedal bracket directly over the pedal. The height must be 142mm (within 5mm) from the underside of the pedal plate (rubber pad removed) to the floor panel - on Pallas versions, 137mm (rubber pad left in place).

2. Adjust the length of the cable sheath. The fixed outer sheath of the clutch cable runs from the bulkhead to an adjusting sleeve threaded in a small cast projection on the clutch housing. The cable

itself is connected to a pivoted bell crank (L-shaped lever) which actuates the clutch release fork via a pushrod. The end of the pushrod nearest the engine almost touches the clutch housing when the pedal is released; all clearances mentioned from now on relate to the distance between the pushrod and the housing. The best way to measure the various clearances required is to make up some short lengths of steel of the appropriate thickness.

Alternatively, measure the jaw thick-

ness of some open-ended spanners (and they don't have to be metric!) The length of the cable sheath should be adjusted using the threaded sleeve on the clutch housing until the pushrod clearance described above is between 3 and 4mm.

3. Adjust the overcentre spring. Depress the clutch pedal and insert a spacer 9mm thick between the pushrod and the housing. (This prevents the cable pulling on the pedal). When released, the pedal should return fully due to the action of the spring. If the pedal does not return fully, the overcentre spring (the heavy coil spring mounted vertically near the pedal arm) should be adjusted by screwing the lower mounting point in or out. Do not unscrew this bolt too far - the maximum distance from bolt head to bracket must not exceed 33mm. The aim is to achieve a setting at which the pedal

just returns, but it must return consistently. If the required setting is just beyond the range of the bolt, bend the bracket carrying the top of the spring slightly in or out as necessary. It's inelegant but intentional! It is beneficial to have an assistant holding the spacer in place because the pedal needs to be fully depressed and fairly gently released several times whenever an adjustment is made, in order to overcome friction in the linkage, and give more positive results.

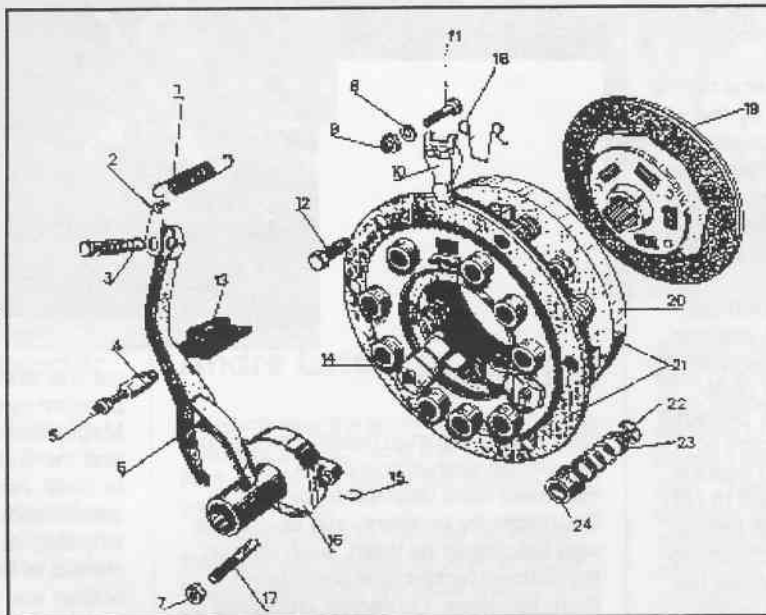
The next step is to replace the 9mm spacer with one of 10.2mm. If the setting is correct, the pedal will now just not return through the final part of its travel, instead of just returning as before. Re-adjust the spring if necessary (and it will be!) into a position that gives the desired results; however, the setting is very critical.

4 Adjust the clutch clearance.

Check the pushrod clearance: it needs to be 3-4mm, but at this stage you want to know what it actually is. (Find a spanner that fits the gap and measure it using callipers.) With your assistant depressing the clutch pedal by hand to the point where all the

free play has been taken up and the thrust bearing is in contact with the release toggles, check the pushrod clearance again. The difference between the two measurements should be 1.6 to 2.4mm; if not, adjust the bolt on the clutch release fork (i.e. at the gearbox end of the pushrod.) ensure that the bolt doesn't touch the steering rack bellows with the clutch fully depressed. It is worthwhile rapidly re-checking all the settings once the job is complete to confirm that all is well!

By contrast, clutch adjustment on a semi-automatic D is carried out entirely differently. This is despite the fact that the entire gearbox and clutch assemblies are identical to those of a (four-speed) manual car, the only differences being the hydraulically-actuated gear selectors and clutch slave cylinder. As previously mentioned, there is a sequence of checks which must be car-



ried out completely and in order.

1 Adjust the clutch clearance.

With the engine thoroughly warmed up, fit the starting handle extension (you will probably need to remove the front number plate!), passing it through the air duct and engaging it in the gearbox. Once engaged, the extension must be pushed in about an inch; at this point, it rotates when the clutch is engaged (and is thus able to be used for starting the car manually!) Run the engine at idling speed; the clutch release fork should be fully forward, which corresponds to the clutch being fully disengaged. On a semi-automatic D, the clutch is disengaged whenever the car is not being driven, and remains so even when parked. Unscrew the bolt on the clutch release lock (anti-clockwise) by fractions of a turn, until the extension just begins to turn but may be stopped by hand. Tighten the bolt by two turns; the clutch is now correctly set. If the extension continues to rotate even with the bolt screwed fully in, this indicates failure of the pressure plate and the need to replace the clutch; in this case, further adjustments are useless.

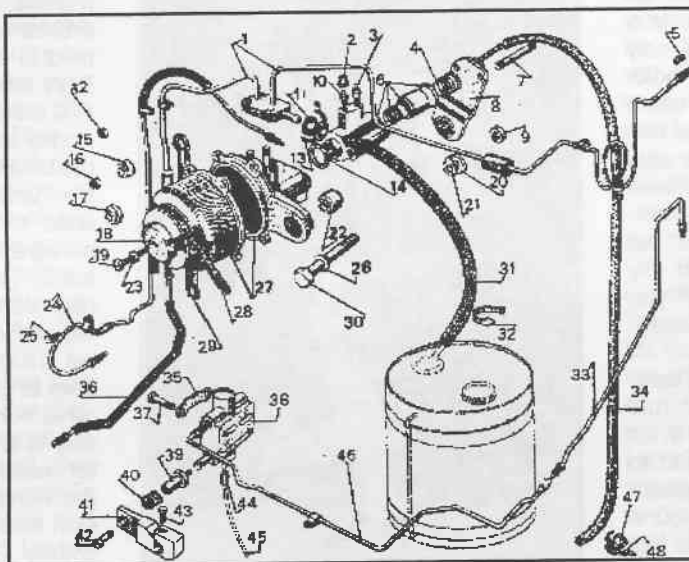
2. Check the clutch clearance.

Ensure that the release spring on the fork is intact and correctly fitted. Release the pressure in the clutch slave cylinder by means of the auxiliary clutch control lever below the dashboard (so that's what it's for!) Check that the fork is no longer under any load, if not, reset the lever and re-adjust the clutch clearance, which has probably been overdone.

3. Adjust the idling speed.

Screw in fully, without forcing, the large accelerated idling adjustment screw; this is located at the front bottom left of the carburettor. The engine should slow to idle, and this needs to be about 650 rpm. The engine must idle smoothly at this speed, because this is equivalent to the car being stationary with the footbrake applied. Obtain this speed by adjusting the mixture screw (angled upwards halfway along the left-hand base of the carb.) and either the secondary throttle butterfly stop screw (facing left, on rear of the carb.) or, if this is locknuttred, use the other mixture screw

angled upwards on the side of the carb. facing the rocker cover.) the car's own tachometer is not really accurate enough for this work: also, the use of a gas analyser is the only reliable way to set the mixture accurately, even though the idling speed may seem acceptable. The original figures are: CO - 2 to 3.6%; CO₂ - above 8%. Do not attempt to adjust the throttle butterfly stop screws where these are locknuttred, as on later cars. If the hydraulic pump cuts in during adjustment, wait for it to cut out before taking readings.



4. Adjust the accelerated idling speed.

With the engine idling, unscrew the large accelerated idling screw (previously screwed in fully) to achieve about 900 rpm. Depress the footbrake and the idle should reduce to the previously set 650 rpm, there should thus be about 250 rpm difference between the two.

5. Adjust the centrifugal regulator.

This is located above the high-pressure pump, and is belt-driven; the belt must not be overtightened or this will cause premature bearing failure. (In case of belt breakage, the car can be driven using the auxiliary clutch control lever) When the footbrake is released, allowing the idling speed to increase from 650 to 900 rpm, the centrifugal regulator releases just enough fluid from the clutch slave cylinder to allow the clutch to begin to engage. The car then begins to 'creep' slowly in first or reverse gear; if not, the regulator needs adjusting.

The adjustment is an 8mm bolt which

passes through the regulator pulley and has an 8mm locknut. Release the locknut and unscrew the bolt one turn; lock the nut and check the creep speed.

Continue this procedure until the car is set to creep at a speed that suits you. Anti-clockwise adjustment increases creep: clockwise reduces it, so if the car stalls when first gear is selected, screw the bolt in until you achieve the desired creep. Make only small adjustments of one turn or less at a time.

5. Adjust the clutch re-engagement control.

This is attached to the inlet manifold ahead of the carburettor primary throttle spindle; it serves to regulate the speed of clutch re-engagement between gear changes.

On the left-hand side of the unit a straight slotted screw protrudes approximately 8mm, sometimes surrounded by a collar with a projecting boss allowing 350 degree rotation. The boss contains a grub screw which allows the collar to be released and reset if more than a single turn of adjustment is necessary. If the speed of clutch re-engagement between gears is too slow, turn the screw in; conversely, unscrew it to slow down re-engagement.

The screw may need several turns adjustment after clutch replacement; it will not unscrew and fall out. Finally, reposition the collar with the boss vertical to allow the maximum fine adjustment in either direction. This setting may be altered to suit your own driving style - road-test to check this. Although this completes the normal sequence of adjustments, there are a couple of further settings possible on a semi-automatic car; these are not normally relevant, but I will explain them next month for completeness. Also, for those of you with Efi cars, the semi-automatic setting procedure is fundamentally similar but has certain obvious differences due to some fool having absconded with the carburettor-so I will cover this also!

Nigel Wild

Thanks to Nigel and the Citroenian, September 2000



NEVILL'S Revenge

Ron Westwood lay on the grass and sitting beside him enjoying a glass of wine was his friend and Raid Australia travelling companion Marijke Krigsman from the Netherlands. Ron was relaxed, he held a cold can of beer in a worn stubby holder. Ron is the only man I know who wears out stubby holders. He stretched lazily on the warm grass next to the 5cv that his father had driven around Australia 75 years ago. This was the first ever car to achieve this historic trip. Ron burst into a nervous yet relieving laughter as he shouted to the clear blue Perth sky "Dad you bastard, you bastard! you never wanted me to go around Australia in your car.

Many things had gone wrong leading up to this 75th anniversary run. Many people had been involved in its planning and had worked very hard to make this historic re-enactment possible. Every one of us had put in countless hundreds of hours just to see this rerun happen with a group of 5cvs driving around Australia again 75 years on. It was a few days after the proposed start of the rerun there were four 5cvs in my workshop, none of them were capable of doing the rerun to the schedule that had been proposed. The Swiss 5cv that was the only car able to do the first days run to New Norcia, was now on the hoist and its gearbox was in pieces. The gear lever had slipped and second gear would not engage. This was easily repaired but the opportunity was taken to put in double sealed roller bearings to stop the oil leaking onto the foot brake which operates on the drive shaft output at the rear of the gear box. Jeff Cartledge who has been untiring in his efforts to see all the 5cvs are running reliably had spotted this problem and had already done the same job to the other 5cvs. These cars are so old and their rate of travel was so pedestrian that the foot brake operated on the drive shaft, the hand brake was connected to the back wheels and there were no front

brakes at all. Earlier Jeff had collected a couple of magnetos, for the 5cvs, from an aging artisan who works just



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one day a week lovingly restoring these relics. The man handed over a beautifully restored magneto and pointing out some stampings on it he said "the last time this was serviced was on the 16 6 1927. It was done at the workshop of M J Bateman in Perth and the gentleman who serviced it was my tutor, coincidentally he died just three days ago and the funeral is today, your warranty has now expired."

Alan Brown flew in from France just after midnight on Friday the 13th of October in time to travel the first day or two with the 5cvs. That evening a group of us were battling with starting problems on Ron's 5cv. Everything we tried to do with both Ron's and Bernd's 5cvs seemed to be getting us nowhere and there were many jokes about Black Friday and the full moon. We decided the best thing to do was to read through the handbook from 1922. Alan translated the French text, paragraph by paragraph, and we acted on the instructions. Tom Newsome had popped in to help sort the problems as he is very experienced with old cars haven driven his 1935 Austin 7 Ruby to Australia from England in 1983. In fact he turned up at our workshop in his Austin on the way to a weekend run to Bunbury. After reading all of the many details from the handbook we came to the conclusion that to drive a 5cv one needed to smoke Gaulloise roll your own cigarettes. The instructions required that the motor be set with number one cylinder at top dead centre on the compression stroke. The magneto should be set with the letter "D" (for Depart) visible in the magneto window and this should coincide with the mark on the flywheel being at top dead centre. Now the motor is turned back a little, a cigarette paper is inserted into the magneto points and the motor very carefully turned until the exact moment the cigarette paper is released from the points. At this setting the flywheel must be nine and a half teeth before top dead centre where there should be an ALL (for Allimentation) marking on the flywheel. If all is set this way the magneto timing is correct. We soon learned that this was best checked using Jeff's neon timing light, which worked directly off the spark lead from the magneto. I am now expert in setting the timing on 5cvs.

Even with the timing problems solved the cars refused to run reliably. Ron's 5cv would start first go run around for a few km and then loose



power and stop. The spark plugs were sooting up because of the fuel air mix or maybe also because of the modern unleaded fuel. While we were struggling to get Ron's 5cv running both Bernd Weise and Uli Whitting had similar problems with their 5cvs. Uli had accepted an offer to use Bob Coopers 5cv for the run. After many weeks work often to 2 or 3AM each morning and driving up to 800km a week getting parts and thousands of dollars the car is still refusing to operate reliably enough for the trip. Bernd struggled on rebuilding his 5cv which had bought in Albany. Bernd's 5cv engine was fully re-engineered, yet when he came to getting it running it also caused a lot of problems, the worst of which was that it would not pump oil. Back to the handbook, if the oil is not pumping add another litre of oil if it still does not pump add another litre of oil. Bernd took the whole motor apart again to check the oil pump and be sure there was no possibility of it sucking air. Only by over filling the motor and hand priming the pump would it cooperate. Now it pumps oil every time. Bernd was getting so frustrated with the problems of these 80 year old cars that he declared that they would make good lawn mowers with a person on each running board, with a pair of scissors each, cutting each blade of grass as the car went along.

The start day for Blazing the Trail was a wonderful sunny Perth day Saturday 14th October.. We convoyed the three 5cvs into the city, except that Ron's car stopped about 3kms short in a traffic jam caused by roadwork and the car refused to start again. Luckily the day before I had fabricated an 'A' frame towing device specially to suit a 5cv. We quickly hitched Ron's 5cv behind Ron's 2cv that was driven by Marijke as a support vehicle for the Blazing the Trail Run. Marijke asked me to drive and together we towed the 5cv and Ron into Forrest Place in the heart of the City of Perth. There was a great deal of interest in the Citroëns gathered in the pedestrian precinct for the start of the run. Ron's 5cv of course had pride of place and was duly praised by the dignitaries in attendance which included the Shadow Minister for Transport Allanah MacTiernan and our ACE club President. Evan Gobby. When we left it was still necessary to tow the 5cv. The ABC TV news shots showed a close up of Ron in the 5cv as it pulled away. The towing 2cv was not shown as the 5cv trundled off down the mall. A small convoy left for New Norcia as planned with Mike Mullany in his 2cv as support, Roger and Heidi in their 5cv, Fred in his Renault and Alan Brown in his AK250 van without me but with all

my camping gear. We towed Ron in his 5cv home to my place and on the way we noticed that Ron was asleep with his two bare feet protruding out of the left side of the little car. Upon stopping we each took a photo of Ron asleep with his bare feet prominent in the foreground.



"the last time this was serviced was on the 16 6 1927. It was done at the workshop of M J Bateman in Perth and the gentleman who serviced it was my tutor, coincidentally he died just three days ago and the funeral is today, your warranty has now expired."

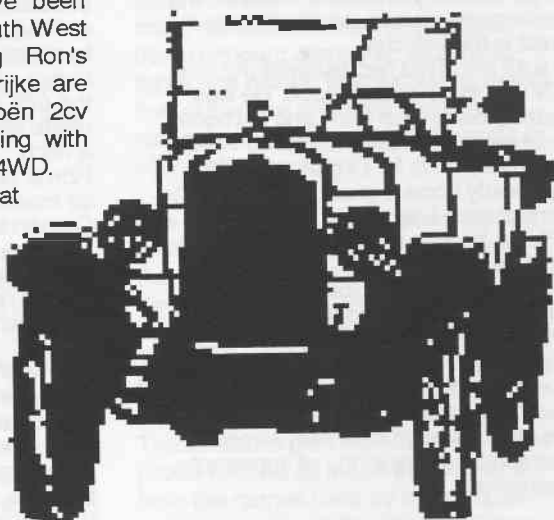
In the absence of the promised support van combined with the multitude of problems with the 5cvs the rerun was put on hold. All the other participants were informed. The Swiss couple, Roger and Heidi have been taken on a tour around the South West of Western Australia driving Ron's Citroën Dyane. Ron and Marijke are escorting them in Ron's Citroën 2cv Club and Uli Witting is travelling with them in his Citroën Mehari 4WD. The last report I had was that they were at Kalbarri enjoying the hospitality of Jeff and Lil Cartledge. Chris Rogers from NSW reported that his 5cv was having the roof done and should be road tested soon and still had to pass its inspection. The New Zealanders Stewart Lister and Rex Carkeek had earlier decided the trip was too rigorous for a 5cv. The French team of 8 persons have opted to start from Mel-

bourne, then tour around locally and drive with a camper and their 5cv to Adelaide. Two people fly back to France from here and the other 6 will travel on to Perth. It is now planned that one or two or three 5cvs from Perth will be trailered to the border (1.600km) to meet the French and drive back with them to Perth. It is fitting that the French will have travelled the greatest distance if this part of the trip is finished.

It is proposed that ACE refund the entry fees paid. Tens of thousands of dollars and countless man-hours have been put into the cars for this rerun by their owners and friends. The lessons we have learnt is that these old cars are indeed from a different era. Nevill Westwood was just 22 years old and his car was only two years old when he did the trip. The driver and passenger were two big, fit young men who had wide experience in the bush. Nevill had previously ridden a bicycle into the Kimberley. Now we were trying to do the trip with 80-year-old cars crewed by 60 plus year old crews (and a few 40-50 year olds.) The average speed of the Swiss 5cv on the trip to New Norcia was 30kmh and we had worked the schedule on an average of 50kmh. Clearly our reckoning was faulty.

Ron now proposes to do the rerun, hopefully next year, with no fanfare. This was the original idea of Ron and Uli from five years ago. Ron plans to set off with a support vehicle and travel at a speed dictated by the 5cv. If the trip takes six months or more, so be it. He plans to let people know of his whereabouts and will welcome those who wish to join him. Ron we wish you and your 5cv a rewarding trip and hope that you can recreate the trip made by your Dad Nevill Westwood and Greg Davies all those years ago.

Ralph Hibble.



French Car Day 2000

dreamtime

Extract from the journal of ACE member Alan BROWN, who visited Perth from France last month.

Dreamtime.

The giant blue bird is almost motionless on its shallow, whistling descent toward the springtime shimmer. October Jacarandas, a carpet of mauve and grey, slip by two hundred feet below.

A silver snake flows through early morning shadows. The scent of eucalypts is carried on air stirred by the sun, a golden globe yet low in the east....

Realtime

"Jeez, check out the bog on that mud-guard!"

A jolt back to reality. Another attempt at prose shelved for the morning.

I look up from under the gum tree. The Qantas 747 from Sydney, a suspended tube full of human cargo and resplendent in its Aboriginal art livery, is gliding over Guildford towards Perth airport. I can hear the undercarriage lock into place. Its approach is eerily quiet. Even though I can see every detail of its fuselage, it looks like a toy.

Pressing a shoulder blade against the bark of the whitegum, I pause to watch the Indian Pacific train make its clattering progress through the rail crossing at the other end of the park, and take a sip of billy tea from the borrowed mug. Plane. Train. Two ways to cross this big, brown island continent. Before the end of today, others would come to light....

French car day, Western Australia, 22nd October 2000. A yearly event organized by Citroën, Renault, Peugeot & Simca car clubs. The cars are trickling in and are gradually forming a circle in the park. Plenty of shade, and morning strollers are already starting to take interest in the vehicles.

At 9.45 am, Fred had ushered my little 2CV van to a parking space. He was wearing his French képi, and his usual smile behind his straw-coloured whiskers. Today he is Mr Organizer - and has clearly done a great job with a minimum of fuss. Last week, in the same uniform, he was spotted rescuing damsels in distress....

Bindoon Hill, 15th October. Fred, in standard Aussie Gendarme issue képi & matching sheepskin slippers takes stray Swiss Hedi under his wing.

More cars cruise in over the next half hour. The usual ACE hospitality falls into place. A giant blue esky appears, chairs fold out like a ring of impromptu mushrooms.

Walkabout

Morning tea over. Perfect weather. Fascinating collection of cars. John Pickles shows me his Simca Beaulieu. All original from Tasmania. Pure '50's nostalgia under the palm tree. Chrome & turquoise vinyl. And that understated grey duco. John tells me that he discovered another car in Mandurah the same colour, must have been next one off the production line according to the chassis number. Small world. A glance through his excellent "Swallow Tails" magazine reveals a friend in South Australia I haven't seen for 20 years... Mark Bird is in the sunshine with his meticulously restored Renault Dauphine. Must be one of the best ones in existence. I cannot recall having seen any this good back home in France. Mark's potted history of his Fahrmobile, a geographic epic in five chapters covering France, Germany, Greece, Zimbabwe and Australia, is recounted with memorable enthusiasm.

Mark & I end up in pre prandial conversation with a bloke who drove a Dauphine across Australia in the 1960's. Tales of bulldust on the Nullarbor, wrecked front axles, and the rear-engined Renaults propensity for sucking large amounts of said bulldust into its (Holden...) carby... The cure was to blow the air cleaner at regular intervals using the exhaust gases..

Tuckertime.

By now it is lunchtime. A 5CV has arrived having been overtaken by its left hand rear wheel on the Tonkin Highway. Uli is of course not fazed by this and even now we all know that he will be driving around the park by the end of the afternoon. He has lost a vital component - a "key" - from aforesaid wheel. He is quick to assure, with a Teutonic glint in his eye, that he has "lost the key, but not the plot...."

Hedy and Roger trundle in with their immaculate 5CV. This is Genevieve without Larry Adler's harmonica as background music, so I hum it anyway. Too hard for the didj. Hedy is delighted to have made Maddington to Guildford without a hitch.

Ron & his 5CV arrive in the now familiar manner of the "AA"; A-series Citroën towing his 5CV on an A-Frame. His posture, bare feet sticking out of the passenger door, roll-up durry poised near lips, has been chronicled elsewhere and is fast becoming a legend.

The 5CV's have place of honour, even though their presence here was unscheduled. There is much interest in the "First car to circle Australia" story. 2 course liquid lunch for Roger & Ron. Lunch is a relaxed, unstructured affair. It is shared with fellow club members John & Josephine, while admiring their

claret & silver Traction. Carmel inspects my camera. Laurie's sleek black DS is as resplendent as ever.

Yarntime

Geoff & Carol keep me supplied with tea. Geoff has to leave early to fix up the catering (and possibly number 2 motor) on that 747. Shayne has some helpful hints on didj manufacture & playing, not all of them publishable. Hermann & Elly chat about Maigret & the club shop. It's great to see Geoff Cartledge, who discreetly imparts in ten laconic minutes a cascade of mechanical knowledge.

Chris demonstrates the instant starting of his CX. His electronic wizardry has been applied to great effect. Hanny reveals in some detail Chris's talents as a bush camper, and his ability to "go feral" in a remarkably short space of time.

While packing a didgeridoo into the loadbay of the little van after lunch, a fascinating couple come and say G'day. Frank & Anne Pringle are West Aussies hailing from Dublin, who travelled from Europe to Afghanistan back in '74 in a 2CV van.

(Perhaps ACE could invite them as guest speakers one evening? The tale recounted in Frank's Aussie/Irish brogue would be fascinating).

Smokoe time

Things start to wind down as shadows lengthen in the afternoon. A Renault Fuego starts up in a cloud of smoke. Quite fitting when you recall what fuego means in Spanish... (A cheeky diversion: While you have the Spanish dictionary handy, you will notice that Pajero means "wanker". Also note that the MR2 is known only as the MR in France...and my BX diesel TRD is not marketed as such in English speaking countries. It is prudent to consult the linguists before engaging the advertising consultants!.)

As displays and awnings are packed away, a roar can be heard along Guildford road. A thousand bikies - on their blast "back across" (via Ora Banda?) add a Caucasian tone to this culturally eclectic day.

Back to the dreamtime

There is just enough of the late afternoon remaining for a drive to the city and a walk in King's Park. In takes less than half an hour to be among Loriekeets, Kangaroo paws and the scent of springtime wild flowers.

Sitting near the War memorial, looking from half-skyscraper height across at the city, Perth water and towards the Darling escarpment, I watch the onward Qantas flight make a slow, climbing turn high above the Swan River.

Thanks for the tea, Geoff.

Alan Brown

CITROËN NEWS

CITROËN AT THE 2001 SYDNEY INTERNATIONAL MOTOR SHOW



An entire new car range with the new Xsara and the new Citroën C5, the Citroën Berlingo Multispace previews as a new type of people mover. The 2001 Sydney International Motor Show (17 - 26 November 2000) will be one of the most significant motor shows ever for Citroën in Australia with the replacement of its entire car range and the preview of the Citroën Berlingo Multispace, a new type of people mover for the Australian market.

Star of the Citroën stand will be the Citroën C5, an all-new medium size luxury sedan that will go on sale in Australia next year. This technical tour de force - even for a company such as Citroën that is renowned for its technology - demonstrates a range of technology from its remarkable suspension to its computer-based electrical system that puts it years ahead of other cars. The Citroën Xsara receives a major update for 2001 and as well as the five door version that has been a major sales success for Citroën over the past three years, the Sydney Show will see the debut of the Xsara Coupe, which will join the range early in 2001. Both versions share a stylish new front, new engines and a substantial upgrade in equipment and features.

The Citroën Berlingo, the French car-maker's stylish and high capable van, has been a major success for Citroën in Australia during the past 12 months. Spurred on by the number of people who have added seats and rear windows to their Australian Berlingos, Citroën will display the factory people mover version of the Berlingo, the Multispace, at the Sydney Show.

This five door, five-seater version of the Berlingo packs a remarkable amount of space and versatility into a remarkably small amount of road space and should it gain a warm reception at the Sydney Show, it could join the range in 2001.

"There aren't many car makers that come to a motor show with an all-new car range," says Miles Williams, General Manager for Citroën in Australia. "Let alone a range as technically advanced, stylish and versatile as the new Xsara, C5 and Berlingo Multispace. It demonstrates Citroën's commitment to Australia and offers one of the most interesting displays at the 2001 Sydney International Motor Show."

The all-new Citroën C5

The Citroën C5 is the latest illustration of Citroën's renewed vitality, expressed notably by the Xsara Picasso, the C3 and C6 concept cars and the Pluriel demonstrator vehicle. Reflecting the same strategy, the C5 features innovations in styling, design, living space and technological content.

The styling of the C5, designed to evoke power, vitality and strength, is the work of Citroën's Styling Centre. Through its proportions, and more particularly its exceptional height - this being the most visible illustration of the new design - the C5 breaks with conventional saloon styling to take a major step forward in concepts of saloon design.

The external dimensions of the Citroën C5 place it at the top end of the upper medium segment on the borderline with the luxury segment. In terms of length

and width (4.62 m and 1.77 m respectively), the C5 is closer to the Citroën XM than the Xantia, but its real originality lies in its height (1.48 m).

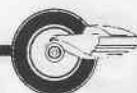
These dimensions and the flat floorpan make the C5 more spacious than any vehicle to date in this segment. It combines a range of storage compartments with a vast boot. The large volume also provides space for a semi-raised driving position, offering increased comfort and an improved view of the road.

Technology also features strongly in the Citroën C5, which offers a host of customer benefits.

The third generation Hydractive suspension sets new standards in comfort and roadholding. Its intelligent control system manages the two suspension settings, comfort and dynamic, to vary springing and damping simultaneously as necessary. Moreover, the new-generation suspension is fitted with an innovative function that adapts the height of the vehicle to its speed.

The C5 also uses multiplex electrics, paving the way for innovative functions offering increased comfort and safety such as: black panel function, automatic windscreen wipers, multifunctional onboard computer, automatic lights and hazard warning lights, detection of low tyre pressure and satellite navigation. The C5 boasts the latest in onboard technology.

The C5 reflects a new Citroën naming policy, which goes hand in hand with the revitalisation of the marque Citroën. The names based on this new approach include the letter C and a figure. The letter marks them as belonging to the Citroën family, while the figure indicates their position in the range. These names give the Marque a higher profile and set its models further apart from the names used by the competition. Initiated in 1998 with the C3 con-



cept car, this policy was continued in 1999 with the presentation of the C6.



The Citroën C5 will be displayed with the 152 kW 3.0 V6 with the choice of a manual gearbox or a sequential control auto-active automatic gearbox. The Australian range will be completed by a new 2.0 litre engine to be launched next year, when local specifications and prices will be announced.

The new Citroën Xsara
New exterior styling, additional equipment, new engines and increased safety are the hallmarks of the new Xsara coupes and hatches that make their debut at the Sydney International Motor Show.

At the front, the new bonnet features a grille with a prominent Citroën chevron badge and new tear drop shaped clear-lens headlamps, designed to provide around 20 per cent more light on low and high beam. The headlamps also have a fog function on all models. At the rear, the reprofiled bumper and wings give the Xsara a harmonised finish. The pushbutton opening on the boot has been replaced by a handle that is more in keeping with the overall design, while the new number plate surround sports an elegant chevron badge in the centre. The 15-inch wheels and broader front and rear track complete the new exterior features of the Xsara.

The interior styling of the Xsara places the focus squarely on driving pleasure and well-being. The new interior trim materials enhance the vehicle's sophisticated, modern styling. From the easily accessible controls to the new display units and their wealth of useful information, everything is designed to ensure that occupants feel at ease.

The Xsara possesses a host of assets in terms of global safety. ABS and electronic brakeforce distribution guarantee high-performance braking, while the reinforced passenger compartment with its two airbags and optional side and curtain airbags provide outstanding protection in the event of impact.

Two new engines also make their appearance in the range, the 1.6i 16V 83 kW and the 2.0i 16V 104 kW, offering enhanced driving pleasure with its power and excellent torque with the choice of either a five speed manual or four speed automatic gearboxes. The Citroën Xsara Coupe will be offered



with a high performance 2.0 litre 16V engine with 124 kW guided to the front wheels via a five speed manual gearbox, in addition to the 1.6 litre engine.

The assets of the Xsara also include a number of new functions for on-board comfort and well-being. The multiplex electrics introduce a host of functions that will be much appreciated by drivers, such as timed low-beam headlamps, automatic adjustment of radio volume and an excess speed alarm.

Full details, prices and specification of the new Citroën Xsara will be announced when it goes on sale in January 2001.

The Citroën Berlingo Multispace - new type of multipurpose vehicle.
The Citroën Berlingo has proven to be an outstanding success for Citroën in Australia with the compact van taking up to half of all Citroën sales in Australia. This is because of its combination of real load carrying ability - three cubic metres and 800 kg payload - combined with superb driving characteristics and styling that makes it an ideal represen-

tative for any business, all combined with a high competitive price.

Many of Berlingos sold in Australia have had locally fitted rear windows and seats fitted to them further extend the versatility of the Berlingo and this has prompted the Australia importer to display at the Sydney Motor Show the factory produced people mover version of the Berlingo, the Multispace.

Like the van, the Berlingo Multispace has proved to be a major sales hit in Europe, with its remarkable, given its small exterior dimensions, interior space for five people and up to 1.5 cubic metres of load space. This is all easily accessible through

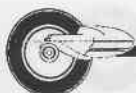


wide opening front doors, twin side sliding doors and a large rear hatch. The raised seating position and the large glass area also make the Berlingo a particularly attractive car to ride in.

On display at the Sydney Motor Show is the version fitted with the optional electric sunroof that is so large that its vertically turns the Berlingo into an open top car and brings back memories of its ancestor, the Citroën 2CV, with its fold back roof.

Should the Berlingo Multispace come to Australia it will be powered by the new 1.6 litre 83 kW engine matched to a five speed gearbox, the Berlingo Multispace offers sprightly performance, excellent fuel economy and, combined with Citroën's legendary suspension, a superb driving experience.

Citroën will be survey potential customers at the Sydney International Motor Show and should there be sufficient interest, the Citroën Berlingo Multispace will join the Australian range in 2001.



NEW CITROËN TO CONTEST THE WORLD CHAMPIONSHIP



Citroën has released the first pictures of its new World Rally Championship weapon, the Citroën Xsara Coupe T4, which will contest four world championship rounds in 2001 before a full assault on the title in 2002.

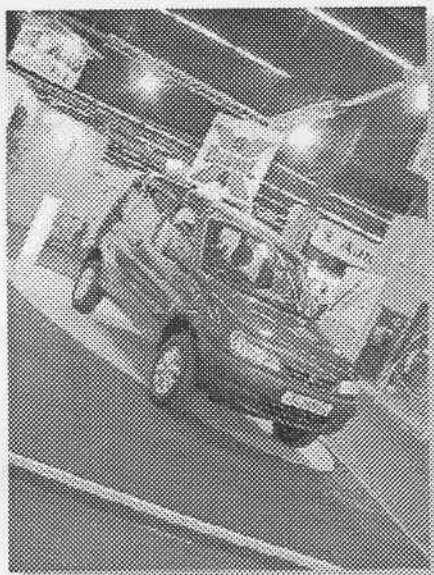
Based on the Citroën Xsara Coupe VTS to be launched in Australia next year, the new Xsara T4 builds on the highly successful ground work done by the T4 based on the previous Xsara Coupe.

With Phillippe Bugalski and Jean-Paul Chiaroni behind the wheel, the Citroën Xsara T4 not only won its very first rally in the French Championship this year, it went on to record six wins out of six events, putting Bugalski firmly in the lead of this year's title race.

Fitted with a Garrett turbo-charger, power from the standard's Xsara Coupe's two litre engine is lifted to 300 bhp. This is guided to the wheels via three differentials, a six speed gearbox and four wheel drive. Weighing just 1230 kg, performance from the T4 is best described as shattering by normal road car standards.

"IT'S A BERLINGO JIM, BUT NOT AS WE KNOW IT..!"

The Citroën stand at the recent Paris International Motor Show was not the only place where the car maker's hot selling Berlingo could be found displaying the features that have made it an



outstanding success in every market in which it is sold.

Despite Citroën's own remarkably wide range of versions, car converters were displaying their own versions of the Berlingo that enable the French van to go places even Citroën never thought of. Most outrageous is the 6x6 conversion by Swiss company, Sbarro.

An extra axle, a drive shaft to the rear and an extended body turns the Berlingo into a small crew carrier. More



practical is the highly sophisticated conversion by Dangel.

Other than the raised suspension, this Berlingo looks pretty normal, but under skin is some serious off road equipment. Again, an extra propshaft takes power to the rear axle, where both rear wheels are driven. A control switch on

the dashboard gives the drive the choice of two wheel drive, four wheel drive, four wheel drive with the centre differential locked or four wheel drive with both centre and rear differentials locked.

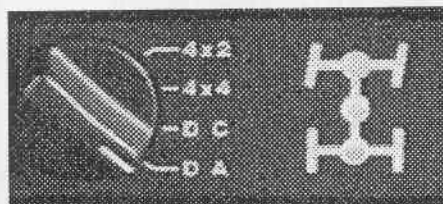
As an option, a low range gearbox can be added, making the Berlingo a real go-anywhere van.



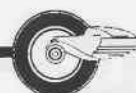
But the cleverest part of this conversion is that it has no significant affect on the Berlingo's load carrying ability, which remains at three cubic metres and just a slight drop in payload from 800 kg to 700 kg.

The four wheel drive Berlingo has proven very popular in European Alpine regions and farmers who need real load carrying ability without the fuel and size penalties normally associated with 4x4 vehicles.

"These conversions provide us with some interesting possibilities in Australia,"



lia," says Miles Williams, General Manager for Citroën in Australia. "The Dangel 4x4 conversion, in particular, offers some real possibilities for the local market and if there is interest in this conversion we will consider it for Australia."



Citroen in celluloid

Tractions have appeared in many movies, sometimes only fleetingly. Below is a list compiled by a sharp-eyed enthusiast.

The A list: significant Traction exposure

To Catch a Thief (1955) (VHS: 1:43)
Directed by Alfred Hitchcock. Police in a Traction chase Cary Grant and Grace Kelly on the Corniche overlooking Monaco. A road-crossing chicken confronts the Traction and, sadly, it's the Traction that blinks.

Shoot the Piano Player (1960) (VHS: 1:24) (Tirez sur le Pianiste)
Directed by François Truffaut, starring Charles Aznavour.
The Traction enters at about 1:03 and is especially beautiful in the snow.

From Russia with Love (1963) (VHS: 2:05)

The second James Bond movie, thought by many to be the best. The first half of the movie is set in Istanbul (after a brief Venetian intro) where Bond is followed around by Bulgarian/Russian agents in a Traction. Sean Connery, Daniela Bianchi, Lotte Lenya and Robert Shaw.

Is Paris Burning? (1968) (VHS: 2:53)
Directed by René Clément with screenplay by Gore Vidal and Francis Ford Coppola, based on the book by Larry Collins and Dominique Lapierre.
Will the Nazis torch Paris as they are driven out of the city? How hard should the competing Resistance factions push without provoking a nasty reaction? Black & white film with many Tractions and even a half Traction. Notable TAs include the Familliale of the Swedish consul (Orson Welles), whose entire roof is draped with the Swedish flag, and, near the beginning, the rear half of a Traction, converted to a horse cart in a Paris short of essence.

The Conformist (1969) (VHS: 1:48)
Adapted by Bernardo Bertolucci from the Alberto Moravia novel, this brilliantly filmed story concerns a young fascist (Jean-Louis Trintignant) who demonstrates his loyalty by betraying his old professor. It also features Dominique Sanda. And a Traction that appears early and then intermittently throughout the movie, sometimes in snow.

Les Violons du Bal (1974) (VHS: 1:45)
Directed by Michel Drach with Jean-Louis Trintignant and Marie-Josée Nat (the director's wife). Narratively skillful recollection of the Nazi occupation and the plight of the director's secular Jewish family, from the perspective of the 1970s. They make their evacuation from Paris in a black Traction with white wings, Nazis strafing from above (about

4 mins. starting at 0:11, with a very brief reappearance at 0:20). A bonus is the wry commentary on the film industry.

A Woman at Her Window (1977) (VHS: 1:50) (Une Femme à Sa Fenêtre)
Directed by Pierre Granier-Deferre with Romy Schneider, Philippe Noiret and Victor Lanoux.
Sex and politics in Greece in the 1930s with flash-forwards to France during the war. An ugly Packard and a terrific white Cord dominate the Greek sections, but the scenes in France feature a Traction (for a few minutes at 0:47 and briefly at 1:38), including that most appealing of combinations, a Traction and snow.

Diva (1982) (VHS: 2:03) Directed by Jean-Jacques Beineix with Wilhemina Wiggins Fernandez.
The Traction enters at about 1:13 and suffers a tragic fate. This film is especially notable for Citroën enthusiasts as its climactic scene, the negotiation between villain and hero, was filmed in the abandoned Citroën factory in southwest Paris at the Quai de Javel; the cavernous building has since been razed.

Indiana Jones and the Last Crusade (1989) (VHS: 2:06)
The main Traction sequence begins at 1:18 when Harrison Ford and Sean Connery, fleeing Nazi aircraft, steal a goatherd's chopped cream and black Traction coupe. They survive the plane that spectacularly follows them into a tunnel, but then get stuck in a crater in the road created by a Nazi bomb dropped just in front of the car. For the attentive there are two additional Citroën episodes. There are two Tractions parked in front of the Berlin airport, one of them cream and black and possibly the same car that appears in the later scene after getting chopped. (This scene was filmed on Treasure Island in San Francisco Bay. The other, all black Traction is owned by Dave and Linda Allen of Santa Rosa, California.) Near the end of the film there is a Nazi Citroën army truck that quite literally gets blown away from the contested tank containing Connery and Denholm Elliott.

Lucie Aubrac (1999)
A current release now in the theatres. Another French Resistance film, this one set in Lyons, with squads of Tractions, some occupied by Vichy police and some by members of the Resistance, flitting about town. There is one notable scene in which the plot turns

on the inability of a Resistance driver to get his TA started. All Tractions, more-or-less all the time.

The B list: incidental or fleeting exposure

The Red Balloon (1956) (VHS: 0:34)
Directed by Albert Lamorisse and starring his son Pascal.
Tractions seen intermittently throughout.

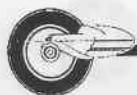
Charade (1956) (VHS: 1:53)
Cary Grant and Audrey Hepburn in Stanley Donan's great romantic comedy cum thriller set in Paris. The Traction sighting is fleeting but frontal and close up with the double chevron spread over much of the screen. Hepburn and Grant also take a ride in a nice DS taxi.

The Great Escape (1963)
A Traction is seen briefly at the end, the vehicle for a drive-by assassination of three Nazi generals sitting in a roadside cafe. James Coburn is spirited out of the way by a timely phone call.

The Sound of Music (1965) (VHS: 2:54)
After nearly three hours of treacle, the von Trapp family make their escape from the convent in the caretaker's Traction; the Nazis try to follow but the sly nuns have pulled their distributor caps and wires. (On the SAP, the Traction is described as a "dusty old car".)

Indochine (1992) (VHS: 2:35)
Catherine Deneuve plays a French rubber plantation owner in Vietnam in the 1930s. A romantic critique of colonialism notable for beautiful scenery and several pre-Traction Citroëns: Deneuve is chauffeured in a red & black AC6/C6 (1928-1931) and indeed has a troubled love scene in the back seat. There are also a 10HP Type A (1919-1921; Citroën's first model) and a C4G cabriolet (1931-1932). A Traction appears only for a couple of seconds at the end, parked in front of the Geneva hotel where the French and the Vietnamese are negotiating in 1955.

Toto the Hero (1992) (VHS: 1:30)
Five seconds in a dream/fantasy sequence. Don't blink.
The Buena Vista Social Club (1999)
A current release now in the movie theaters, directed by Wim Wenders, featuring a group of aged Cuban musicians, regathered in the colorful decrepitude of modern Havana. Excellent movie and music, introduced by 5 seconds of a Traction driving along the Havana waterfront.



| THE CITROËN 2CV | YES | NO |
|-----------------------------|-----|----|
| WIND UP WINDOWS | | X |
| RETRACTABLE HEADLIGHTS | | X |
| REV. COUNTER | | X |
| CIGAR LIGHTER | | X |
| HEADLAMP WASHERS | | X |
| ON BOARD COMPUTER | | X |
| ECONOMETER | | X |
| FEMALE VOICE READOUT | | X |
| TURBO CHARGE | | X |
| FAN BELT | | X |
| REMOTE CONTROL DOOR MIRRORS | | X |
| ELECTRIC AERIAL | | X |
| CRUISE CONTROL | | X |
| ELECTRIC SUNROOF | | X |
| RADIATOR | | X |

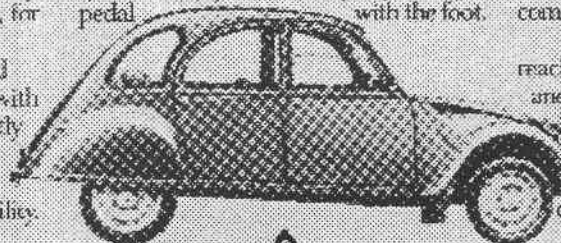
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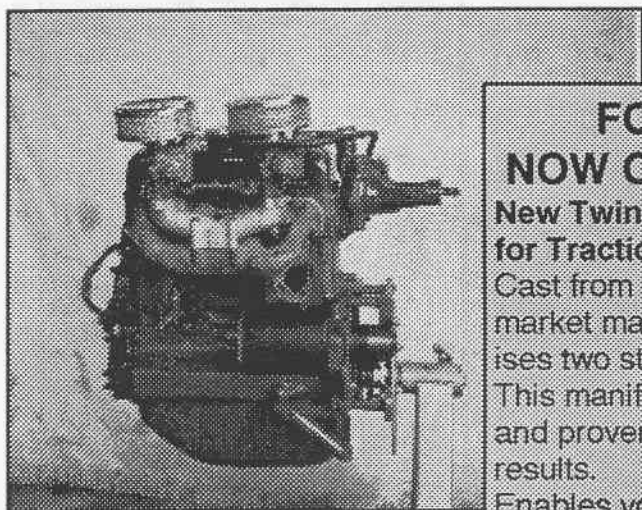
CITROËN 2CV £2499

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Big 6 1950

In very good restored condition, registered

"Big Six" [NSW] \$24,500.00

Apply in the first instance to Mel at Carey

Motors 03 5152 1040

Still FOR SALE

1973 GS Club 1220, metallic gold, was privately imported. Much loved 1st car. Sound body, no reg.

Eng. No. 0643136742

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FOR SALE

1953 big boot L15. Metallic blue. Beautifully cared for, on club plates, nothing to do.

\$13,000

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FOR SALE

Parts for vintage Citroen.

4 x 19 inch wheels.

Rear axle complete to springs and tailshaft.

Windscreen surround for roadster.

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FOR SALE

Citroen 2400 wagon 1977. Reg NEP369

Metallic blue with blue interior.

C-matic. Fully restored, immaculate condition.

Asking \$15,000, less than amount invested in this car to date.

Rolf Herweg 03 9755 1633

WANTED

Parts for 1927 B14F roadster 2 seater Soft top

Spare Wheel

730 x 130 beaded edge tyre/rim with a PCD of 130 approx.

[early models had smaller centre stud pattern]

Richard Hall

08 8541 2384 SA

FOR SALE

1950 Citroen L15, a very original and unmodified classic car sold new in New Zealand, with an interior representing patina of the period, bodywork has had a recent bare metal respray in Regency Red. History & piccies available.

Reg. QFC 164

Price is firm \$12,000

Martin Stubbs 03 5975 8002

FOR SALE

Editorial L15, yes that's right, Le editor is offering his 51 L15 for sale.

Grey in color, technicolor in personality with features such as factory sunroof, artillery style wheels, lovely small boot body style. Currently on CH permit.

An older restoration that a little TLC would bring this lovely Anglo Saxon body to climax.

\$8,500 or OBO

Talk dirty to Leon on 03 9583 3972

FOR SALE

1953 L15, Burgundy Small Boot Slough L15 on full rego. RWC supplied.

The motor, head and gearbox and steering fully recoed 5000 miles ago along with front end silent blocks and all wheel bearings.

The interior has also been re apolstered.

Some body work ,ie some guard rust and a full respray is needed but looks OK as is.

\$8,500 or OBO

Ring Graham on 03 59896027

FOR SALE

1948 L15, Grey Small Boot Slough no rego. and is driveable

Has a good clean body with little rust in one door but will need a full restoration. Has 16" rims and french style bumpers and hub caps as specified when purchased. Also has all orig papers and docs and comes with spare engine block

\$4,000 vin. No.129922

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L15 COMPLETE, IN NEED OF TOTAL RESTORATION

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