

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Oct/Nov 2001  
Vol 25 No 4

Concours  
Healey tour  
Is It a Real  
Citroën?  
Index (reprint)  
DS Miniatures



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# FRONT



One last polish

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# DRIVE

Published bi-monthly by  
The Citroen Classic  
Owners Club of Australia Inc.

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Photos: Credit for most of the photos in this edition belongs to Jeff Pamplin who spent much of the concours photographing Club members and their Citroëns. Only a matter of days later his photos were complementing the CCOCA website.

### COMMITTEE UPDATE UPDATE

Last email change in last edition was incorrect.

It should be:

[Graham.Barton@chisholm.vic.edu.au](mailto:Graham.Barton@chisholm.vic.edu.au)

### CCOCA Membership

Annual membership is \$35  
For overseas membership add \$9

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

### Club Meetings

Club meetings are held on the  
fourth Wednesday of every month  
(except December) at 8pm. The  
venue is the Canterbury Sports  
Ground Pavilion, cnr of Chatam  
and Guilford Rds Canterbury,  
Victoria.  
Melways Ref 46 F10

### Life Members

Nance Clarke	1984
Jack Weaver	1991

### CCOCA is a credit card merchant

You can pay your subscriptions, rally fees and not to mention the  
all-important spare parts in a more convenient way.

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not necessarily those of CCOCA or its  
Committee. Neither CCOCA nor its  
Committee can accept any responsibility  
for any mechanical advice published in, or  
adopted from Front Drive.

# Editorial View

In the last edition the software fairies played nasty tricks on us - they changed many of the tab spacings. Several articles were affected, most noticeably the Front Drive index compiled by Peter Simmenauer, which reindexed itself resulting in an article that was all over the place. The references often appeared underneath the articles instead of beside them and about half of the article had disappeared off the bottom of the page. We have put the index back in again. Wish us luck this time.

But wait, there's more: the software fairies have friends who specialise in motoring events. Only after going to

Thanks you to our contributors in this edition:

Peter Simmenauer  
Ted Cross  
Helen Cross  
Iain Mather  
Steve Bartlett  
Jeff Pamplin (photos)

print did we find out that the Mt Tarrengower Hillclimb had been shifted to later in October. If anyone wasted a day going there on the day advertised in the magazine, we offer our apologies. (Deadlines, beyond our control, oops very sorry, these things happen, etc etc)

On a cheerier note, there are lots of events that have gone ahead, and there are writeups in this edition, especially our esteemed Concours 2001.

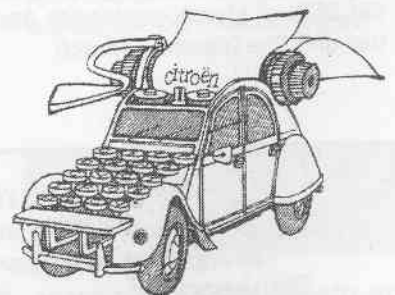
And there are lots more events to look forward to. Don't miss the November monthly meeting - this is our official breakup for the year.

This edition special thanks to Jeff Pamplin, Mark McKibbin and his techo who have helped us through yet another technical labrynth.

There are several articles in this edition that have been taken from other magazines. This is more articles than we would have preferred. We would rather publish accounts of Club events, members and their cars (and we are told that this is what you,

the members, want to read). We do try to write these articles ourselves, but this all takes time - of which we have precious little to spare. A couple of paragraphs about your car - or someone else's - would be greatly appreciated. We hope you enjoy the articles we have included anyway, and apologies to the dedicated members who already subscribe to the magazines we have borrowed from. We do appreciate that the duplication is unwelcome.

This is our last issue before the Christmas and New Year Festivities. We have valiantly restrained ourselves from decorating this issue with piccies of Santa in his Traction and other xmas motifs. We hope you appreciate our restraint. On a more serious note, we wish you all a merry Christmas and safe traveling on the roads.



Logo courtesy of 2CV Suisse Romainde Dec 94



# Prez Sez

Another successful joint CCOCA/CCCV Concours has just been completed. A report on the event is elsewhere.

This year's Concours is more deeply ingrained into my brain as I was the organiser for the first time, after being the Master's-Apprentice on and off for Peter Fitzgerald in previous years. Thank-you Peter for your efforts over the years, and many thanks to all of the willing helpers this year. Thank you also to our generous sponsors whose assistance was vital for the event to be held so successfully.

This is what the club is all about. People offering assistance and being very

supportive before - and during - the day. I hope I spoke to everybody in between my duties. As John Faine said during the speeches, most people give the time they can afford but still keep in touch through the magazine. If you are one of these people please consider sending us in some feedback on what is happening to you and your Citroen.

We have been a little quiet on the events front recently and a couple of events planned were not very well supported. The main thing is for members to be involved if and when they can and I know many members go out of their way to attend activities. We will try and send information out to

you as early as we can for future club outings.

Last month I uncovered two ID 19 Citroens in the country - both in need of new homes. Peter Sandow, who is as silly as me, offered the storage and so we saved their lives for the future. Both are rather tired but complete, and we will have to see if they can be restored. Now all I need is another 2CV, an SM, a Convertible DS.....oops sorry.... just dreaming again.

See you soon (at our Christmas Drinks if possible).

Ted Cross

Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop

## Club Badges

Attractive, solid metal badges in blue & white enamel.

Featuring CCOCA's Distinctive club logo.

Size approx 7 x 9 cm.

Only \$30 from the Club Shop.  
See Andrew & Frances McDougall.

Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop Club Shop



### CCOCA E-mail Hot line

Could all members who have access to Email please forward Ted & Helen Cross with their address, either work, home or both so that we can add them to a central register.  
crossfam@ozemail.com.au

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

(This is a really good feature. It's saved me from turning up at events that were cancelled at the last moment. -ed)

# A - TRACTIONS

**NOV Wed 28 8pm**

The final club meeting for 2001, at the clubrooms.  
This will be a Social Night - we hope to see as many members and their partners as possible!  
Supper and drinks provided by the club.

**DEC 1 & 2**

## **\*\* Motorex 01 Weekend**

This is an exhibition promoting motoring clubs. It is not an official club event, but we mention it in case members wish to attend. This is planned as a yearly event, and if there is enough interest, we may participate ourselves next year. Feedback to Ted would be welcome.

**DEC 19, 7.30-9.30pm**

**Christmas celebration - drinks & nibbles at the President's home.**

RSVP is essential for catering purposes, by 15 December.

BYO drinks

Bring a Kris Kringle gift each, to the value of \$5.

## **CALENDAR FOR 2002**

**JAN Wed 23, 6.30**

**Twilight BBQ on the Yarra - our first meeting for the New Year.**  
BYO everything.  
Boules afterwards if you like.

**JAN 26**

## **\*\* Historic vehicle display - KingsDomian**

AOMC approved event. CCOCA may organise a group. Contact the editors for details or the Event Director on 03 5367 2368. Entries close on December 14 (We went last year, to our surprise ours was one of about four Citroens)

**FEB 17**

**Citroen Auction - see Peter Simmenauer or Graham Barton.**

**FEB 27**

**Monthly meeting at club rooms**

**MAR 16 to 18**

**Great Alpine road tour**

**MAR 24**

**\*\* Werribee Car Clubs show and shine**

**MAR Wed 27 8pm**

**AGM**

\*\* denotes events approved by AOMC and enables red plate permit cars to participate, but not officially organised by CCOCA.

xmas xmas xmas xmas xmas xams mxas smax axsm xxxx

WEDNESDAY 19 DECEMBER 7.30 - 9.30

Christmas Celebration at Ted and Helen's home

RSVP 15 December

BYO Drinks & Kris Kringle gift. Nibbles provided.

# **BIGGER THAN BEN HUR!**

## **GRAND CITROEN SPARES AUCTION**

**Sunday 17 February 2002 at 6 Stewart Avenue Blackburn South Vic 3130**

**Inspection from 11 am BBQ from 12 noon Auction at 1pm**

**Quality Parts Only - No Junk or Op shop Items!**

**Contact us to list parts beforehand! Unlisted parts can be brought on the day, but will be auctioned subject to time and space availability.**

**Items listed for auction to date include::**

- COMPLETE CAR 1948 L15 RUNNING WITH ORIGINAL DOCUMENTS AND PLATES
- NEW OLD STOCK: DRIVE SHAFTS B15 (OR ALTER TO L15) PAIR; CROWN WHEEL & PINION LOW RATIO; MASTER CYLINDER; FRONT OUTER WHEEL BEARINGS (WITH GROOVE); INNER UNIVERSAL JOINTS PAIR; MICHELIN TYRES 165 x 400 SUIT EARLY D, TRACTION
- Traction Gearboxes, some with Diff & Bell Housing, various conditions
- L15 Engines (Short Motor)
- D Series Engine 1960s
- D Series Gearbox complete with Brake Assy. Another, 1974 4speed.
- Camshafts (11D & Traction)
- L15 Set 4 Mudguards (2 sets).with braces s/h
- L15 Bonnets s/h
- Hubcaps (French-style English) s/h, English (L15 & Big 6), Straight bumper bar (Eng.)
- L15 Front Hub Tools, Engine stand
- L15 Front & rear Brake Drums, hubs, tapers, ball joints and swivels, Wheels (Eng plain & Easyclean), rear axle assy complete, torsion bars, driveshaft bits
- L15 Doors, Window glass, Pair D pillars, Period pack rack,
- L15 & D water pumps, carburettors, manifolds, Traction Radiators
- L/B15 Tail light assys (glass & plastic), Headlight shells and mounts (Eng. & french), Pair Lucas parking lights, Instruments & switches
- Air cleaners (Vokes and oil bath), Heater tube mounting and rubbers, L15 radiator grille, wooden dashboard, set 4 door trims 1953 (usable or patterns), lining bows
- L15 "Wings", Pair sunvisors, glove box, door handles, windscreen wipers
- Original French pack rack suit L15
- And Boxes and Boxes of Other Mechanical and Body Parts!

**YOU WILL NEVER EVER SEE SUCH A RANGE OF NEW AND USED CITROEN PARTS FOR SALE AGAIN! MOST ITEMS UNRESERVED!  
BRING AND BUY!**

**CONTACT PETER SIMMENAUER email [pcsimmm@melbpc.org.au](mailto:pcsimmm@melbpc.org.au)  
Or 6 Stewart Ave. Blackburn South Vic 3130 ph (03) 9877 0141  
OR GRAHAM BARTON email [Graham.Barton@chisholm.vic.edu.au](mailto:Graham.Barton@chisholm.vic.edu.au)  
Or 370 Tucks Road Shoreham Vic 3916 ASAP!**

**UNLISTED PARTS BROUGHT ON THE DAY WILL BE AUCTIONED SUBJECT TO TIME AND SPACE AVAILABILITY**

# CCOCA / CCCV

## OVERALL CONCOURS WINNERS

(Major Sponsor: HEKA & COY)

- |                     |        |
|---------------------|--------|
| 1 Adrian Bird       | Xantia |
| 2 Robin & Sue Smith | 2CV    |
| 3 Tom Grucza        | GS     |

## CX / GS

(Sponsor: DCSI)

- |                   |    |
|-------------------|----|
| 1 Tom Grucza      | GS |
| 2 Charles Wantrup | CX |
| 3 Don Scutt       | CX |

## CURRENT

(Sponsor: Citroen on Church)

- |                |        |
|----------------|--------|
| 1 Adrian Bird  | Xantia |
| 2 Barry Oliver | XM     |
| 3 Roger Imrie  | XM     |

## ID / DS / SM

(Sponsor: Citro Motors)

- |                 |      |
|-----------------|------|
| 1 Glen Drake    | DS23 |
| 2 Michael Berry | DS23 |
| 3 Adrian Bird   | DS23 |

## 2CV / DERIVATIVES

(Sponsor: Shannons)

- |                     |     |
|---------------------|-----|
| 1 Robin & Sue Smith | 2CV |
| 2 Ian Sperling      | 2CV |
| 3 Helen Cross       | 2CV |

## TRACTIONS

(Sponsor: Carey Motors)

- |                  |     |
|------------------|-----|
| 1 Phillip Rogers | L15 |
| 2 Rob Barton     | L15 |
| 3 Ted Cross      | B6  |

## BX / AX / VISA

(Sponsor: Eastland Tyre Service)

- |                |    |
|----------------|----|
| 1 Alan Pinkney | BX |
| 2 John Wyers   | BX |

## MOST POPULAR VEHICLE

Vote by Public

(Sponsor: Melbourne Citroen)

- |              |      |
|--------------|------|
| 1 Glen Drake | DS23 |
|--------------|------|

I am sure you will agree that the 2001 Concoours was all we could hope for – and much more. First off, what an impressive job Ted did in organising the event. There has been many months of thought, planning and organising, all on top of his job as President. And it all paid off – everything went smoothly and to plan. Thanks, Ted – much appreciated. And as usual there was a willing army of volunteers erecting tents putting up signs, judging cars counting scores, selling raffle tickets, including Andrew & Frances McDougall running club shop, Yves Schieseck directing traffic, Jeff Pamplin taking photos and John Faine presenting awards. There is no way I could keep count of them all.

But back to the event itself...

We had a lot of very Melbourne weather in the week before the event (ie "if you don't like it, wait five minutes...") but this time our luck was in. Ted had ordered some truly magnificent weather – fine, warm and sunny all day. And since the rain held off the day before as well, the surface was dry and hard for cars and picnic chairs, and nice and grassy for feet.

It is heartening to see that when lots of work has gone into an event the effort is shown to be worthwhile by the attendance of lots of members.





# Concours D'Elegance 2001

There was a good response from members of both CCOCA and CCCV, with entries totaling about 60, and it seemed there were lots of drop-in visitors. We seemed to have a reasonable response from the passing public, and it is especially good to see the reactions of people who are totally unfamiliar with old Citroëns when they see all the Tractions, DSs, 2CVs etc, all lined up like good little cars.

Andrew & Frances McDougall brought the Club Shop along, and they certainly seemed to be doing a roaring trade. It is good to have this club service represented at events, especially when the public can come in and (hopefully!) stock up on Xmas gifts.

And what would a competitive event like a Concours be without a little controversy? Lining cars up in rows would seem to be an easy enough task – but Peter Sandow was most concerned that his traction was next to the McDougall's, thus showing his car in a bad light. The sorry incident didn't quite come to physical violence, but....

We were fortunate to have John Faine (yes Virginia, he IS a member of CCOCA) to attend the event and to present the awards to all the



winners. We must report however that a further nasty incident was narrowly avoided when he suggested that the outright winner (Adrian Bird) should present proof that he was eligible to win the award by showing whether he had appropriately dirty fingernails!

The final matter came to light when Robin Smith was being presented with his prize for



# CCOCA / CCCVConcours D'Elegance

## 2001 Continued



Best 2CV. He said he and Sue were going to France the following week, and in response to John's question as to whether he would be buying any Citroëns while he was there, he admitted that he would only be buying little ones. Well Robin we could have saved you a lot of money – if you are after petite Citroëns, I think Andrew and Frances could help you out at a fraction of the cost of a trip to France.

And looking forward to the next Concours - with a little bit of work, and a little bit of polish, maybe next year's winner will be YOU.

Ian Sperling/Andrea Fisher





## CCOCA / CCCV Pre-Concours Dinner

This year's Pre-Concours Dinner was held at The Austrian Restaurant in Doncaster - around 30 CCOCA and CCCV members attended - quite a noisy group - not really surprising as we all seem to know how to enjoy ourselves - we all behaved ourselves, having had several years of practise and no-one over-indulged.

The plan was to travel in our Big 6 Traction loaded up with the Sandows and Mark McKibbin - plans went astray - we missed Mark, collected Christine - Peter had a date with the hose and the washing machine - and arrived in plenty of time in Doncaster - Mark arrived shortly after us, followed by Peter Sandow, Robin and Sue Smith, Jenny and Kirk Kirkaldy, Robert and Kay Belcourt, Andrew and Frances McDougall, the Carey Crew, Ashley Brideson with The Gang of Five and John Wyers and his wife, amongst others.

The family who runs The Austrian restaurant is wonderfully friendly, and enjoy spoiling their customers. They migrated from Austria after the Second World War and like most of our new settlers have enriched Australia with their culture and family values. They provide an excellent choice of meals at reasonable prices, good quality home-style cooking, HUGE servings - we all left feeling thoroughly satisfied. Many thanks to our hosts Irene and Jeanette.

Melbourne has a fantastic choice of food to enjoy. Next year will probably be something different again - please consider coming along - it is a great way to start off this important weekend event for both of our clubs.

Helen Cross



Mel Carey babysitting Leigh Mile's Traction

# The Healey Factory Tour

Well we certainly had our fingers crossed when we organised this one.

It was a bit of a gamble – the man at the factory needed an estimate of numbers, and a reasonably generous estimate too, so that the guy who runs the Factory knew it would be worth his time. We accordingly made a guess that “about 20 to 40 people” would turn up – but would they?

We find the cars the Healey Factory are attractive, and fascinating to look at on the showroom floor; and it is also very interesting to look at the restoration projects out the back. Even though they don't usually stock Citroens, there are some attractive cars (not just Healeys, either - Porches, Triumphs, MGs, Corvettes and a smattering of Japanese cars).

But would CCOCA members' interest in attractive, interesting, non-mainstream cars and restoration extend to non-Citroen cars as well? – and in enough numbers to make the event worth while? We hadn't had much chance

to consult club members beforehand, but we need not have worried. The only time the Healy Factory could fit us in was September or next year. The gamble paid off, and it was very pleasing to see such a good turnout: about 35 – 40 people.

We certainly got our money's worth too – we were there until about 10:30. There was lots to see. In the workshop there were Healeys in various stages of repair and dis-repair, a Rolls Royce that looked like it would fit a family of six on the running board in the paint shop; in the showroom was a black Ferrari that was shinier than any car has a right to be.

We were shown their simple-but-effective setup for the amazing task of making sure the car is straight and square – not something that could be taken for granted with many of these cars, even when they were new.

I should give you lots more interesting information about the talks we were given, about the cars on the showroom floor and the restoration process out

the back – but I'm not sure what else to say. Maybe Ian can add something useful here. (What me!!)

Afterwards, the hardy souls who still had some energy to spare came over to our house and chatted over coffee and cake for a while. Unfortunately as it was a bit late there was not as much time for chin-wagging as at many other meetings, but I'm sure we can catch up in future.

**STOP PRESS:** As I write this article, THICK BLACK SMOKE is BILLOWING UP from BEHIND THE HEALEY FACTORY. Aren't you glad you went while you STILL HAD THE CHANCE??!! Actually, I think it is coming from the wreckers' yard behind ... and now Fireman Sam has got to the scene, and the smoke is turning to steam... It's all ok folks, nothing to worry about after all. In fact it was all fixed up so quickly that I imagine Sam and his friends got back to the firestation before they had time to forget which suit was trumps.

Andrea Fisher

## Motorex 01 at Melbourne Docklands

**Sat 1 Dec:** 10am - 7pm

**Sun 2 Dec:** 10am - 6pm

Motorex 01 is a two-day exhibition bringing together motoring clubs and other enthusiasts from across Melbourne & Victoria with their cars, motorbikes, commercial vehicles, racing, rally, special interest vehicles, street machines, veteran and vintage. Most of the vehicle displays will be indoors. A similar event was held in Sydney earlier this year. If you go, please pass some feedback to Ted, to help us decide whether to enter our own display next year.



## STRAIGHT OFF THE NEWSAGENT'S SHELF

An occasional guide to Classic Citroen articles in recent magazines that have caught our interest.

### Citroën DS Buyers Guide

Despite the fact that this article is aimed at the British market, it contains an enormous amount of detail related to the Australian DS. A novice to the D series finer details myself, I consider this article would be better titled, A dummies guide to the DS. No longer can I claim ignorance to the differences between the DS19, ID19 and the DS20. Though I hope no one puts my newly gained knowledge to the test, especially on the more obscure models, the Familiale, Commerciale, and perhaps most attractive the Décapotable. For those with a keener knowledge of the D series, this article will also be of interest in how British cars differ from the locally built variety. The article is well illustrated with many photos of rust prone areas in British cars. Their prices seem rather high, varying from £1,500 to £13,000. And before anyone asks, the article recommends an octane booster for post-1966 cars and both a lead substitute and octane booster for pre-1966 cars.

This article appeared in Practical Classics, July 2001.

### Forward Thinking

#### Cord 810 vs Citroën Traction Avant

To let you in on a little secret, I have never have imagined there were many connections between this art déco American V8 and the 6 cylinder Traction Avant we all know. But there are a few links. As we all know, both are front wheel drive. The article claims to my surprise, that Cord to resolve their transmission problems, bought a Traction Avant in 1934 and stripped it down. Cord produced a drivetrain, similar to Citroën's with the gearbox in front of the engine and the final drive between the two. This is where the similarities end. Any further comparison only brings out the contrasts between the two car. It is little wonder they come from opposite ends of the world.

This article comes from Classic Cars, September 2001.

Review by Ian Sperling

#### BOOK REVIEW:

#### THE ENCYCLOPEDIA OF CLASSIC CARS

A CELEBRATION OF THE MOTOR CAR 1945 – 1975

by MARTIN BUCKLEY

In spite of the title "encyclopedia", this book is not in the Britannica league - neither shelf-space nor affordability is a concern for the book lover or the gift-giver. \$17.95 buys you 250 glossy, full-colour pages packed with attractive pictures of a wide variety of cars. Of course the other side of this coin is that there is limited space for text. It manages to be fairly concise, relatively free of waffle, and with a good mix of technical and non-technical information, making it a good read even for the non-technical reader.

This is an English book with international coverage, including both sides of the Channel and both sides of the Atlantic, (but admirers of Australian cars will need to look elsewhere). The gamut of "classic" cars is covered, from Porsches, Chevrolets, Ferraris and Triumphs to Tattras, Gordon Keebles, Isos and – yes – "them Rileys".

On the other hand, Citroëns are certainly

proportionally well represented. From the first double-page of text, where the words "Citroëns" and "lifelong bug" are given in the same breath, there is extensive coverage in recognition of the innovation and styling of the Traction Avant, DS SM and 2CV. And in the A-Z section there are three full spreads for Citroëns, where few get more than one or two pages and only two manufacturers (Ford and Jaguar) get more than three.

I found this book to be an interesting and informative read, while Ian (who must have liked it – he bought it!) finds the technical details, are informative enough considering the limited space.

Anyone who regularly reads British classic car magazines will recognise the style, if not the actual photos. This reviewer thinks the book is worth considering as a gift, a small indulgence, or for a coffee-table near you.

Review by Andrea Fisher

# Is it a Real Citroën?

This question seems to fascinate and preoccupy enthusiasts and yet it is largely irrelevant most of the time. A 'real' Citroën is, self-evidently, any car built by Citroën. To that definition can be added further definitions – any car designed by Citroën brings in the Axel and Dong Feng Fukang. Purists might claim that only cars designed and built before Michelin acquired the company in 1934 qualify. Others will include those cars designed and built during the Michelin era but exclude PSA cars. Other people will include certain PSA models but exclude others. But what of cars originally designed by Citroën but then so intensively modified that they bear little or no relationship to their ancestor and then sold under a completely different name? Such is the case with regard to the IES.

But let us go back to the beginning. Most people know that the 2CV was built outside France. Cars were assembled at Slough during the fifties and in Belgium too. Some aficionados will also

be aware of the Chinese-built Citroneta.

Production started in 1953 in order to create employment. Initially, they caused lots of laughter due to their funny looks and ridiculous power output in comparison with the North American V8s. Early models were all but identical to French-built cars but in 1957, the Chilean designers created a body that would suit the country's specific needs. The car should be useful for both city dwellers and also for farmers who needed to carry fruit, vegetables, hens or even pigs. Thus, an open boot would make everything easier. The use of a décapotable roof was abandoned. The sales success that this model enjoyed was so great that it can be said that almost every Chilean has driven a Citroneta. All the streets were filled with this 'French Miracle' as they were affectionately called. They also gave many Chileans their first chance to own a car, since before the 2CV there wasn't any car

available at such a low price. The last one made in Chile was the 3CV AX-330 hatchback in 1978, and it was pretty similar to the French design although it used the tailgate of the Dyane. The 'boot design' had been abandoned in 1973. Production ended in 1979 in the face of increasing competition from the Japanese and Korean manufacturers. Pickup and fourgonette versions were also built over the years, together with a version of the FAF called Yagan.

During the fifties, the Citroneta was exported to Argentina and in 1960, it was decided to build the 2CV locally. Early cars were all but identical to French models, albeit with hinged rear windows (introduced in 1966), different bumpers and tail lights. Technical changes broadly followed those introduced in France although suicide front doors were retained until 1971. The production of vehicles increased constantly, from 972 units in 1960 to 6,950 in 1964 to 12,000 units in 1968 and more than 16,000 in 1971. Citroën Argentina S.A. exported 2CV parts to France and complete cars to Uruguay, Paraguay and Bolivia. The national content of the vehicles was in the region of 95%.

From 1960 to 1963 the 2CV with the 425cc engine was made. In 1961 production of the van began. In 1963 the power of the engine was increased from 9bhp to 14 bhp and then in 1968 to 18bhp. In 1970, a new model was introduced – the 3CV AZAM – using the 32bhp engine of the Ami8 but with detail changes such as a hatchback, the rectangular



IES Super América – side

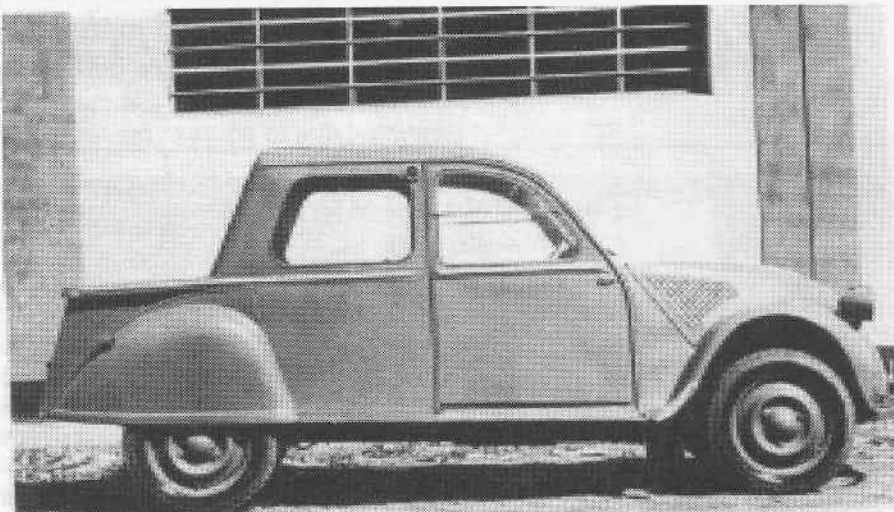
front indicators of the AZAM and again different bumpers featuring 'bull bars'. The 3CV was also available as a pickup which was built by a company called Vega who had hitherto made water tanks. The pickup body was based on Méhari body parts and was made out of plastic. The Méhari was also assembled in Uruguay for SA Citroën Argentina and a number of manufacturers bolted Méhari bodies to all sorts of weird and wonderful machinery – small Peugeots and the Fiat 128 being particular favourites. In 1977 the production of the AK 400 van began, the body being built in Uruguay by the Quintanar S.A. company where it was assembled on a chassis sent from Argentina. These vans were then returned to Argentina for final assembly.

The Ami 8 was also assembled in Argentina – originally as the Ami 8 Club and from 1978 as the Ami 8 Super Elysée. Also in 1978, the 3CV was renamed M28.

1979 was a tragic year for all Argentine lovers of Citroën. The company decided to cease operations due to the terrible political and economic conditions after 19 years of manufacturing and 308,195 vehicles although some low level manufacturing of CKD vehicles did continue.

With the outbreak of the Falklands War in 1982, Paris ceased supplying parts for the 3CV and the Chileans also proved reluctant to do so. Accordingly, General Galtieri nationalized the factory and gave it to one of his cronies, Eduardo Sal-Laris or IES.

With the stocks on hand and parts purchased from Chile, IES manufactured the 3CV which it sold initially as the IES 3CV and later as the IES América. As



Citronetta assembled by Industrias Citroën Chilena in Chile. Photo from Citroën 2CV The complete story by Matt White

parts became difficult to obtain, substitutes were found – for instance the IES América used square headlamps fitted to the Argentine market Renault 6 and a bonnet that bore a very close resemblance to that fitted to the Dyane which had also been assembled by Citroën in Argentina. Eventually, in 1982 a lack of chassis and suspension components forced IES to design their own – a tubular steel affair with front and rear wishbones, transverse leaf springs and hydraulic shock absorbers. This model was sold as the Super América. Engine and transmission were standard 2CV although a different carburetor was fitted. Brakes were locally manufactured – front outboard discs and rear drums but apparently suffered from numerous defects. The Super América was designed to accommodate a four wheel drive transmission although as far as can be established, only one such vehicle was ever built. The Super América mechanical bits also provided the underpinnings for a car called the Safari which was a Méhari look-alike.

As body parts ran out, the decision was made to rebody the car which was then sold as either the Gringa pickup or Gringo station wagon. The mechanical bits were inherited from the Super América. Both Gringo and Gringa were available with four wheel drive. The transmission was normally front wheel drive but all wheel drive could be selected via an electrical switch on the dashboard. The gearlever was moved from the dash to the floor. An anti-theft device was fitted – this comprised a card that had to be inserted into a slot on the dash.

As engine components ran out, the decision was taken to develop a new 800cc water-cooled engine. Berta, an Argentinean vehicle developer of great repute started work on this project but IES went out of business in 1990 and the owner, Eduardo Sal-Laris was apparently jailed for fraud before the new engine could be put into production.

Acknowledgements to The Citroënian, May 2001

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Last Index was published in Vol.22, Issue 3.

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With thanks to Peter Simmenauer

Reprinted due to errors in previous edition.

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# MINIATURE BUYERS GUIDE - CITROEN DS

There have always been models of the DS, though it has been difficult to locate examples that readers can buy from hobby stores. The French manufacturer, Solido, offers the most variety in 1:18 scale and 1:43. There are three versions of the larger car, standard saloon, DS19 taxi and an all-black presidential car. All versions have opening front doors, operating steering wheel and three-position adjustable suspension. They retail at under £20, which is good value. If you haven't the space for the big models, 1:43 scale 1956 DS19 equivalents are listed in the Solido catalogue in two varieties: saloon and 'Official Car'.

These should sell at a very reasonable £7.99, but they may be a little too toy-like for some. As an alternative, look out for Vitesse's 1:43 scale miniature diorama in the limited edition Millennium Collection. This consists of a very smart green and white '56 vintage DS19, as displayed on Citroen's motor show stand in October 1955. A salesman and prospective buyer are also provided. The much higher quality of the model is reflected in its £24.99 retail



Heller 1:16 scale plastic kit for DS19.

price, but as ever you get what you pay for.

In the case of Heller's 1:16 scale DS19 plastic kit, it's a box of bits! The 157 parts assemble into a model nearly 300mm long, even larger than Solido's big diecast models. If you prefer fresh air motoring, you may also find the DS/ID décapotable kit, also from Heller. This soft top version represents coach-builder Henri Chapron's convertible DS19,

based on the simplified, non-pneumatic ID version built between 1961 and 1971. Both should retail at under £30 if you can find one.

The Model Shop, Harrow, had one saloon (inadvertently overpriced, but give them a ring anyway to negotiate) and Hannant's Models, Colindale, North London had one convertible for under £24.

From PRACTICAL CLASSICS  
July 2001

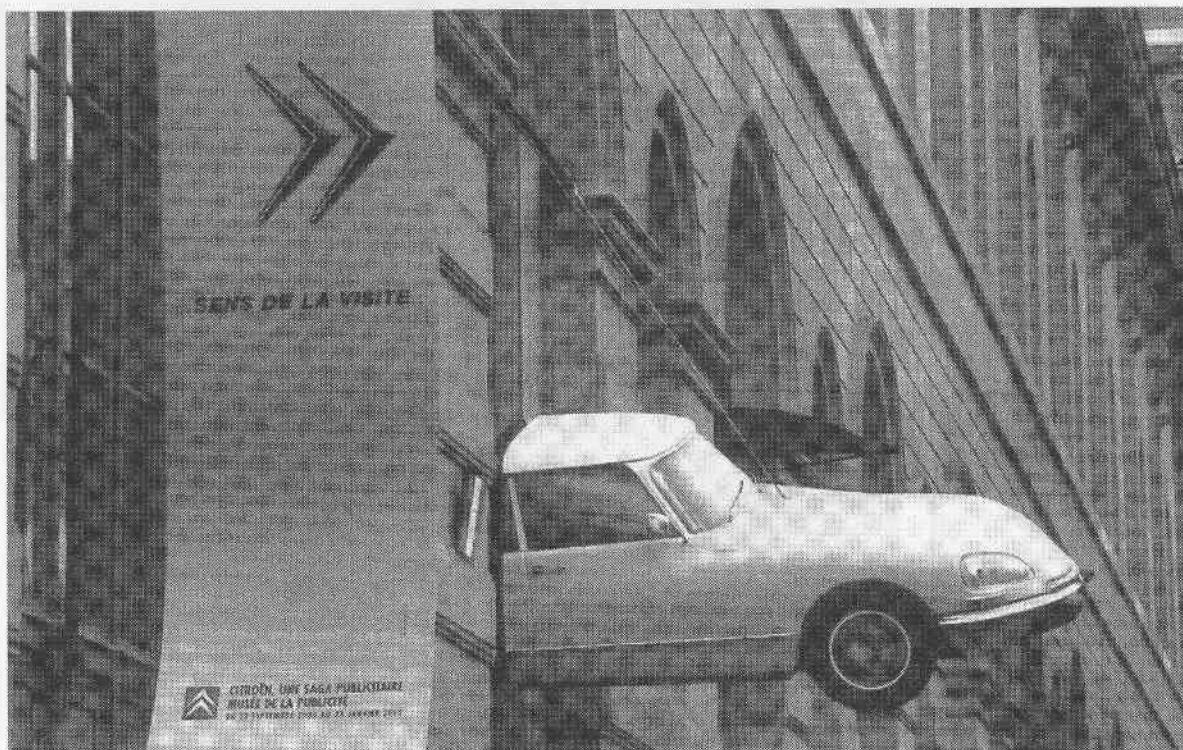


Photo taken from 'Citroën: A brief history of their advertising' in Citroënian, May 2001

## Carey Motors offer the following vehicles for sale

Contact Mel at Citro Motors

9419 4537 or Mob 0414 820 631

### BIG 6, SMALL BOOT

Very good condition, much money spent. Fresh engine.

Eng. No. PM 07623

\$40,000.00 neg

### DS23i AUTO

"Body off" bare metal respray in beautiful Champagne Gold metallic with Olive Green metallic roof & new green velour interior.

Mechanics/hydraulics in excellent condition. A stunning example of the last DS.

Eng. No. DX5 0684000533

\$20,000 neg.

### WRECKING

Parts available new or second hand for models 1934 to present.

### EARLY ID

Excellent basis for "rolling" restoration. Good mechanics, hydraulics, tyres, brakes, seats & dash. Drives well. Removable body panels & some interior work required but monocoque is very good. Get this looking beautiful while enjoying it on Club Plates! ex Buckle Mtrs Syd. Eng/Chass No. 19728470.

\$3,000.00

### RESTORATION PROJECTS;

2 x Big 15s big Boot

1 x Big 6 small boot

1 x D Special

2 x DS23 Auto [1 x carb. 1 x Inj.]

11 BL small boot

L15 Small boot

2nd

## Spare Parts Fund Members

Join the Spare Parts Fund for a one off fee of \$100, and receive a 10% discount on spare parts

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Mark Vickery  
Brian Wade  
Bill Wellwood  
Hughie Wilson

# CCOCA Classifieds

Please note. By law advertisements cannot be accepted without one of the following; registration number, engine number or vehicle identification number.

As a service to members, classifieds are run at no charge. Each advertisement is run for 2 editions unless withdrawn, or unless further editions are requested.

## FOR SALE

# Traction Reco Head New Guides, Inner Watertube Springs, Valve grind, Milled. Complete with Rocker **\$495**

# Driveshafts Left & Right Complete from Stub to Output Gearbox. Near new Crosses **\$590**

# Reco Gearbox Complete with Bellhouse, pully ect, Ready to Fit **\$1700**

# Vales New Set (8) **\$200**

# Spring Valves New Set (8) **\$50**

# Gear Change Reco with New Chrome Handle **\$90**

# Steering Colum with Rack, Reco with New Boots **\$350**

# Body Panels Doors Front & Rear, Left & Right Plus Mudguards  
Ring Gabriel (02) 9523 1364

1st

## FOR SALE 1974 D Special

White: excellent condition incl new velour interior, new Michelins; 3 owners (2nd Roger Brundle, current Nigel Lewis (conservation architect), family car since 1985); 166,500 miles, maintained by Guilio Tombalato (ex Citro Motors) since 1992; RWC, reg CAL 303 to 2/5/02;

**\$11,000**

**9853 0436**

**0418 303 296**

2nd

## FOR SALE

1954 Light Fifteen

Very original with full registration [GEB-890]

Aprox. 120,000 miles

Good history, needs good home.

**\$12,000 neg.**

**03 54809464**

**Mob.0419 893793**

1st

## FOR SALE

1984 2CV Charlston

in exelent condition.

Long Reg, RWC, reg QDD 807

Graham Barton

**\$14,000**

**5 9896 027**

1st

## Wanted

L15 or 11BL

Must be good

Top price paid for right car

Apply; Les Roberts

**02 4228 4005**

1st

## FOR SALE

Traction Avant steering wheel

Best Offer

e-mail: borgward@ihug.com.au

2nd

## FOR SALE

1955 CITROEN 2CV Sedan  
Body fully restored. Yellow in colour, engine needs timing. Complete car assembled. Has not been driven for 6 years. Hence sale.

Will sell to a good home. All offers considered.

Chassis no. 8551024

John Locke (03) 9888-5882

1st

## FOR SALE

**Now only \$300**

New twin manifolds for Traction Avant

Cast from an original aftermarket manifold which utilises two standard carbs. This manifold has been tried and proved to give excellent results.

Enables your engine to perform better. Makes use of the extra power or fuel economy depending on your driving style.

\$300.00 fitting extra. Phone for a free quote.

Carey/Citro Motors 03 9419 4537

## Carey Motors P/L

4cyl and 6cyl Traction reconditioned engines and gearboxes.

Short or long engines, standard or modified.

Reconditioned ID engines and gearboxes, short and long.

Reconditioned 4 and 6 cyl Traction front ends, complete.

Reconditioned 4 and 6 cyl Traction front ends, silentblobs only.

Reconditioned 4 and 6 cyl Traction Traction and D water pumps.

Reconditioned brake master and wheel cylinders.

Relined brake shoes.

Part engine rebuilds to customer requirements (top or bottom end).

Reconditioned driveshafts, 4 & 6cyl Traction with modern CV joints. All

the above are offered on a change over basis.

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