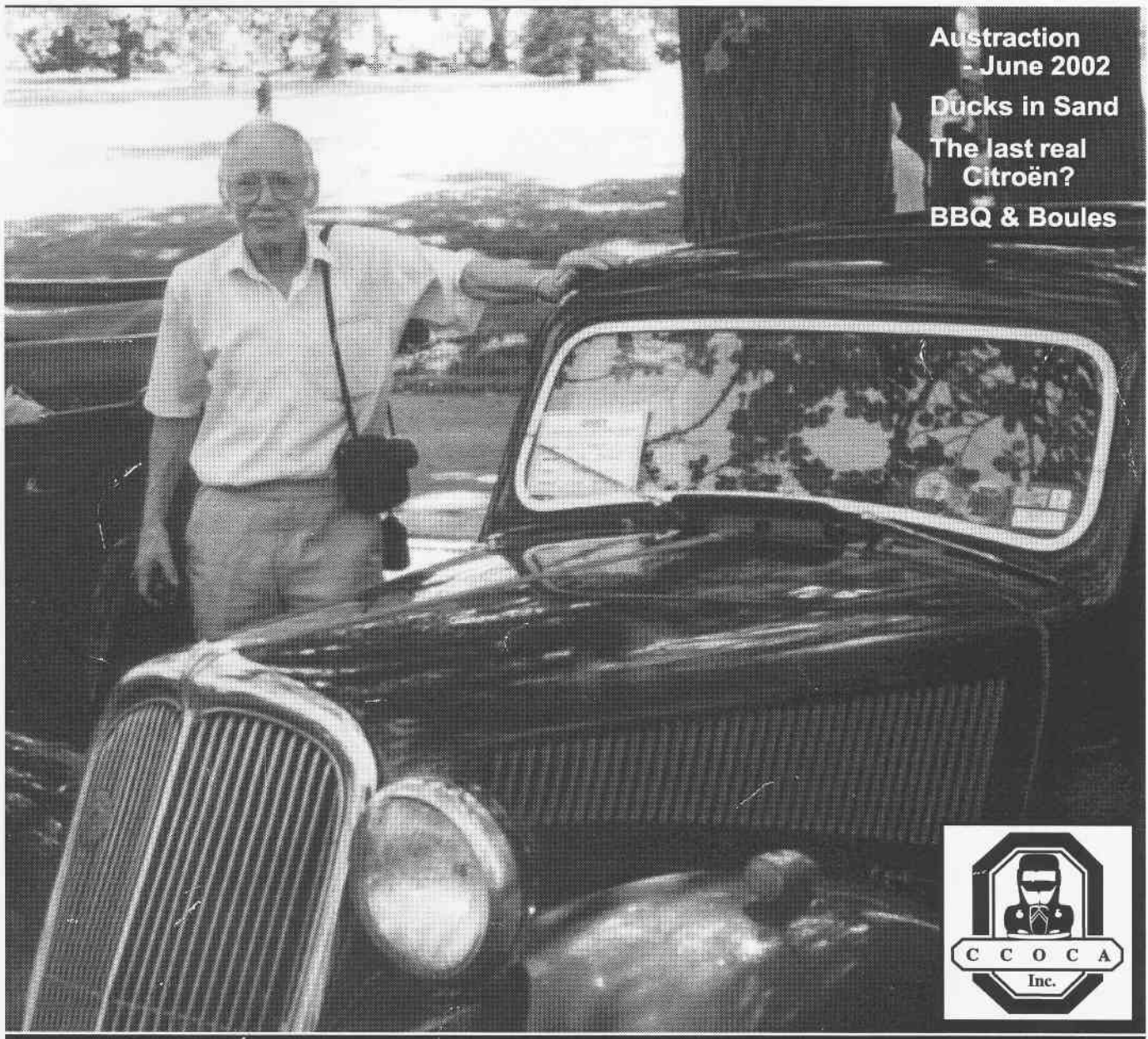


# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Feb/Mar 2002

Vol 25 No 6



Austraction  
- June 2002

Ducks in Sand

The last real  
Citroën?

BBQ & Boules



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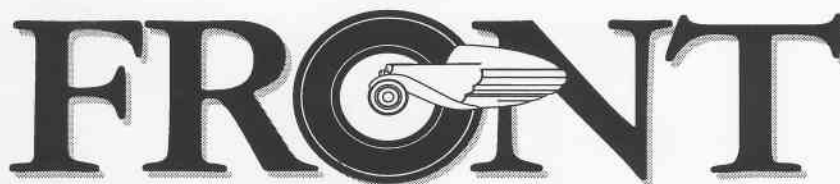
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### **CCOCA tip of the month:**

Have a look at the Club's website. Jeff Pamplin does a champion job of keeping it up to date. Often Club events are followed up by articles and photos on the website.

After the January BBQ by the Yarra and The Auction, Jeff had photos of the event on the website before I had my film processed.

The address is: [www.citroenclassic.org.au](http://www.citroenclassic.org.au)

### **Spare Parts Hint:**

If you want spare parts, plan ahead and give Mel Carey a ring. Don't just turn up. If he has a some notice its easier for him to have your order ready for you. It also helps him in fitting spare parts requests around the obligations of his business.

### **Members Quotes:**

Jon Faine, when asked, what's the best car you've owned? 'I love Citroën. Always have. Nothing better than a good Citroën. Nothing worse than a dead one'.

Taken from THE AGE, February 14, 2002

### **Front Cover Illustration:**

John Bell and his charming L15 at the Historic Vehicle Display on Australia Day this year.

### **Postal Address**

### **CITROEN CLASSIC OWNERS CLUB OF AUSTRALIA Inc**

The address for the Club and this magazine is:

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Victoria 3103**

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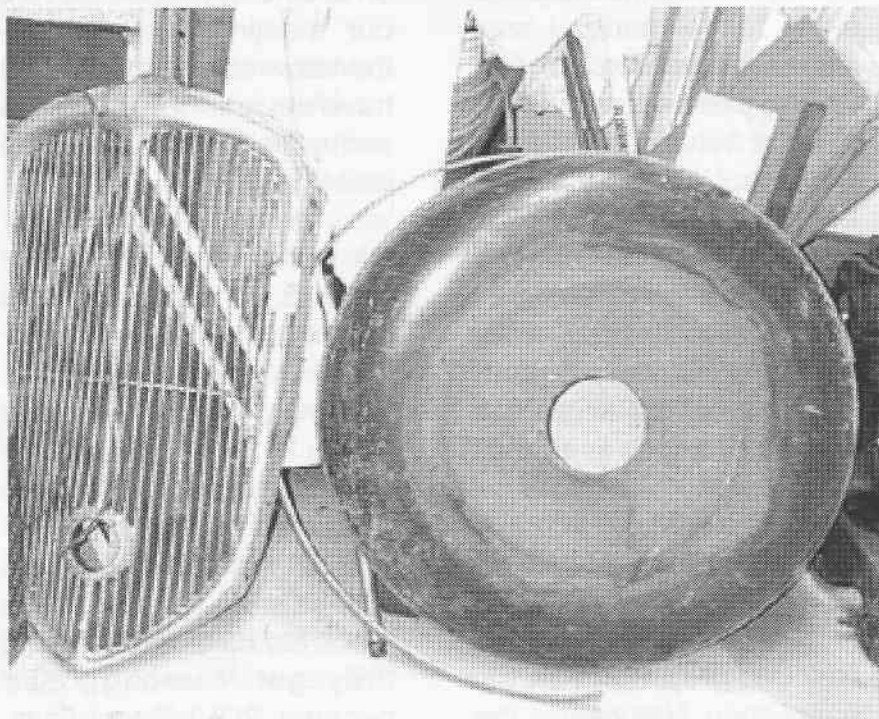
[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

# DRIVE

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

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Some of the Traction parts on sale at the great CCOCA auction.

### 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 Chatham 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.

**Bankcard**

**Mastercard**

**Visa**

The views expressed in this publication  
are 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.

# Editors' Ecelectic

Relationships with fellow club members seem to work at various levels. One never knows what connections are likely to be made. I was recently catching up with James, a fellow former TAFE student. When I mentioned CCOCA, James asked if I knew Rex **Gerkavich**. Explained that Rex passed away about the same time I joined the Club and I never met him. James however knew him quite well. During his youth, James lived next door to Rex in Mitcham. He remembers his Tractions. One of his sisters used them as wedding cars. When their family's cars were damaged, Rex repaired them in his panel shop. Naturally in the

meantime James has grown up and moved away. Our conversation drifted off on to other topics. When I left our meeting I took with me the knowledge that though I have never met Rex, I have some insight into what he was like.

We went along to the RACV Historic Vehicle display on Australia Day. The only other Citroens were John Bell's charming L15 and Robert King's ID19. Also there was Yves Schiesseck, driving his Kingswood. Question: when is a 2CV not a 2CV? This French car's name was too much for the organisers and they got it wrong, 2CV became RCV! Regardless, we had a great day.

I'm sure you know that CCOCA's AGM is due next week. It seems to be plastered on almost every page of this magazine. However, Ted Cross is constitutionally unable to stand again as President. This and other roles need filling. I encourage you to consider taking on a role in the Club. Anyone who has worked on a Club committee soon realises that they get far more out of it than they can possibly contribute.

Ralph Hibble sent us an article about 2CVing through Western Australia's sand belt. Stirring up visions of zooming over sand dunes in 2CVs, we enjoyed it immensely. Sadly, we weren't able to use the pictures he sent us. I suppose we will all have to use our imaginations.

The deadline for the next edition is May the 6th

Regards,  
Andrea Fisher &  
Ian Sperling

## Highlights of the February Meeting

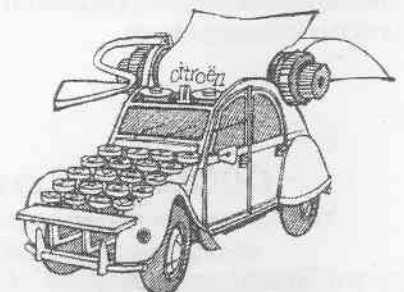
Representing Shannons Insurance, David Hunter, described the benefits of their various products, including 'laid up' cover. Shannons contribute a great deal into car clubs and motorsport, including sponsoring our concours.

Ian McDermott's 11BL is back on the road. He spoke about the long journey to its restoration including several shifts and working overseas. We hope to see the car at an event soon.

These are not minutes of the meeting, just some highlights we would like to share with you

Thanks you to our contributors in this edition:

Ted Cross  
Ian MacDermott  
Ralph Hibble  
Dick MacKerras  
John Bell  
Jeff Pamplin



Logo courtesy of 2CV Suisse Romande Dec 94

# Prez Sez

This will be the last report from me as President of CCOCA.

As you know I have now completed three years as President and under the rules of CCOCA I am required to retire from the President's role and resume as a normal member. This is a very sensible rule established many years ago, as it ensures that fresh ideas are introduced regularly and no one person assumes ownership of the club.

I feel honoured to have been President on two occasions over the last 20 or so years, and thank all members for their support. The current and recent

committees have been a pleasure to work with, and I am sure that the next committee will also work well on your behalf.

The President cannot perform his/or her role without the full support of their partner and family. I would therefore like to publicly thank Helen for all the little extra things she has also done for the club over the years. I am certain that her involvement has not been overlooked by the members.

I believe I am leaving the president's position with the club in good order. Our membership is growing slowly, and our cars are getting better each year. Our

position in the car movement is established. We have many activities for members and a parts support system as good as any.

Your current committee has done a great job for CCOCA and I want to thank them once again for making my job such a delight.

So thanks for putting up with me and rest assured I will find another way to help CCOCA in the future.

Farewell

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](mailto: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

**MAR 24 Sun**

**\*\* Day trip to Werribee Car Club's show and shine and Bomber restoration.** This is a great day. Contact Yves Schieseck on 9749 3376 for arrangements.

**MAR 27 Wed 8pm**

**Annual General Meeting at our club rooms.** Its very important for us to have enough members to legally elect a new Committee. Partners welcome - supper available

**MAR 29 to April 4**

**Citin 2002 Tasmania** If you haven't booked in.. Accomodation is still available. Contact the organisers direct. or speak to Ted Cross for details. Remember that overseas trip you have been promising the family...

**April 4 to 8**

**Wilderness Raid Tamasmanie 2002** A 2CV raid set in Tasmania to follow on from the Citin.

**April 7 Sunday**

**\*\* British and European Motorshow** CCOCA wants to have a big representation this year. Arrive from 8am at Flemington Racecourse, members carpark. \$8 per car full. A red plate event. Public entry 10.30, \$5 per person.

**April 24 Wed 8pm**

**Monthly Meeting at our clubrooms**

**May 6**

**Deadline for the next edition of Front Drive.**

**May 12 Sunday**

**Social Event To Be Advised.**

**May 22 Wed 8pm**

**Monthy Meeting at our clubrooms**

**JUNE 8,9 &10**

**Austraction 2002, this year at Beechworth.** More details and bookings form in this issue.

**Jun 26 Wed 8pm**

**Monthly Meeting at our clubrooms**

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

**A FRIENDLY REMINDER - CCOCCA Membership Subscriptions are due! Have you paid yet?**

**Remember, only financial members can vote at the AGM or stand for election.**

**Make our hard-working Secretary's job a bit easier by sending your payment now, or bringing it to the AGM.**

**The Annual General Meeting**  
of the  
**Citroën Classic Owners Club of Australia Inc**  
will be held on  
**Wednesday 27 March 2002**  
at 8pm

At the clubrooms. Food and drink provided.



# Grand Citroën Spares Auction

(CCOCA's great re-distribution of spares and cash)

Being my first CCOCA auction, and knowing that there were no 2cv parts for sale, I didn't plan to buy anything. Instead I went along intending to enjoy the social atmosphere and experience the dynamics of combining hard -to-get Citroën parts and ardent CCOCA members equipped with their cheque books.

It was a delightful time sitting in Peter Simmenauer's shady yard, enjoying a BBQ lunch on a pleasant day. (Who ever had organised the weather deserved to sell all of their parts at a premium). It was no surprise that once the auction had started, a group consisting of mainly the buyers' and sellers' partners remained there chatting and drinking the afternoon away. I imagine that some of the auctioneers and buyers may have envisioned that the auction would be more successful if the spouses were left in a pleasant atmosphere. But, surely no one would be so calculating.



Being a novice to CCOCA auctions, I wasn't really sure what to expect. But, I'm sure that I've never seen such an a variety of Traction and D parts. I'm sure a collective effort would have resulted to two or three Tractions being assembled from the spares and driven home! Its a long time since I have seen a group of potential buyers so intent on buying. Before the

proceedings started, boxes of parts were inspected, panels were prodded and driveshafts examined. Once the bidding started, these guys were going to know what they wanted. The prices seemed reasonable if not high and most things sold. The exception being Graham's 1948 unrestored Traction which remained unsold.

The award for travelling the furthest should go to Laurie and Diny Moers who traveled from Malua Bay. Alan Leviston came down from Ballarat. Certainly many members traveled furer than I.

At the end of the day I left satisfied knowing I had achieved both of my aims. I had enjoyed a pleasant social afternoon and and extended my understanding of that savage beast the CCOCA member.

Congratualtions to Peter, Graham and their helpers for a well organised day.



# Barbecue & Boules

CCOCA's traditon of meeting by the Yarra in January continues.

"If you don't like Melbourne weather, just wait five minutes." An oldie, of course, but never more appropriate than this summer, except that there had been almost none of the heat we would normally expect. At the time of writing it is mid-Feb, and it seems as if the day of CCOCA's Picnic on the Yarra was one of the very few really pleasant summer days we have had. No rain. No cold wind. No blistering heat. Not even any flies, or mozzies (not that I noticed, anyway). Just warm sunshine, a peaceful summer twilight and a pleasant evening catching up with friends after the Xmas break.

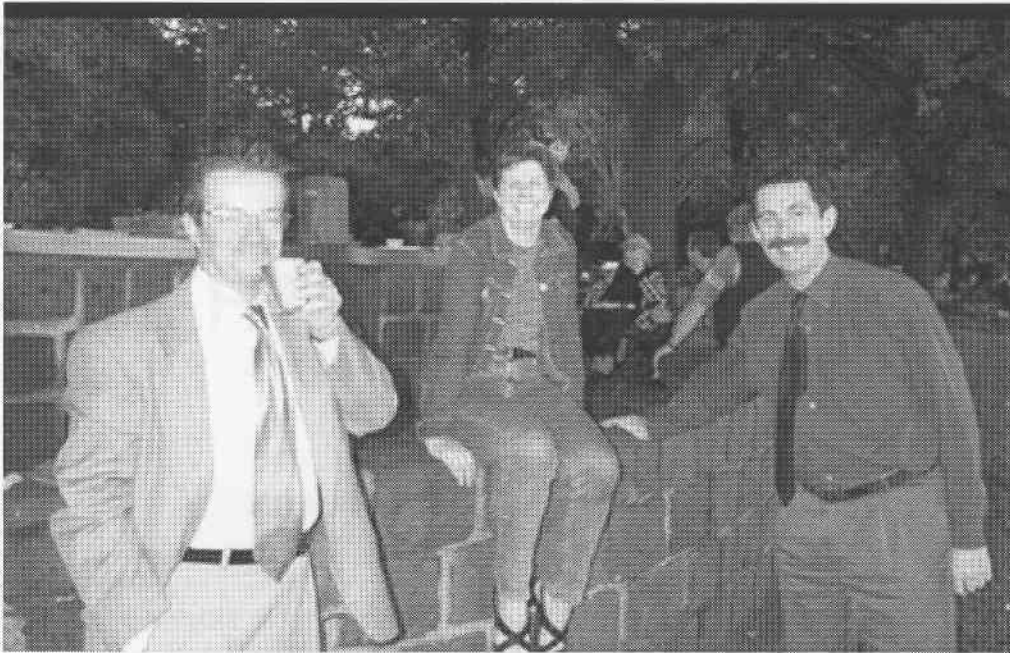


Most people brought barbecue things; some bought takeaways; but everyone had a drink and a nibble and a chat. Ted Cross made his first Presidential speech for

2002. He introduced Kay Belcourt's most recent aquisition, guess what, a 2CV, and crowned her a 'serial 2CVer'. And then there was the boules! We missed out

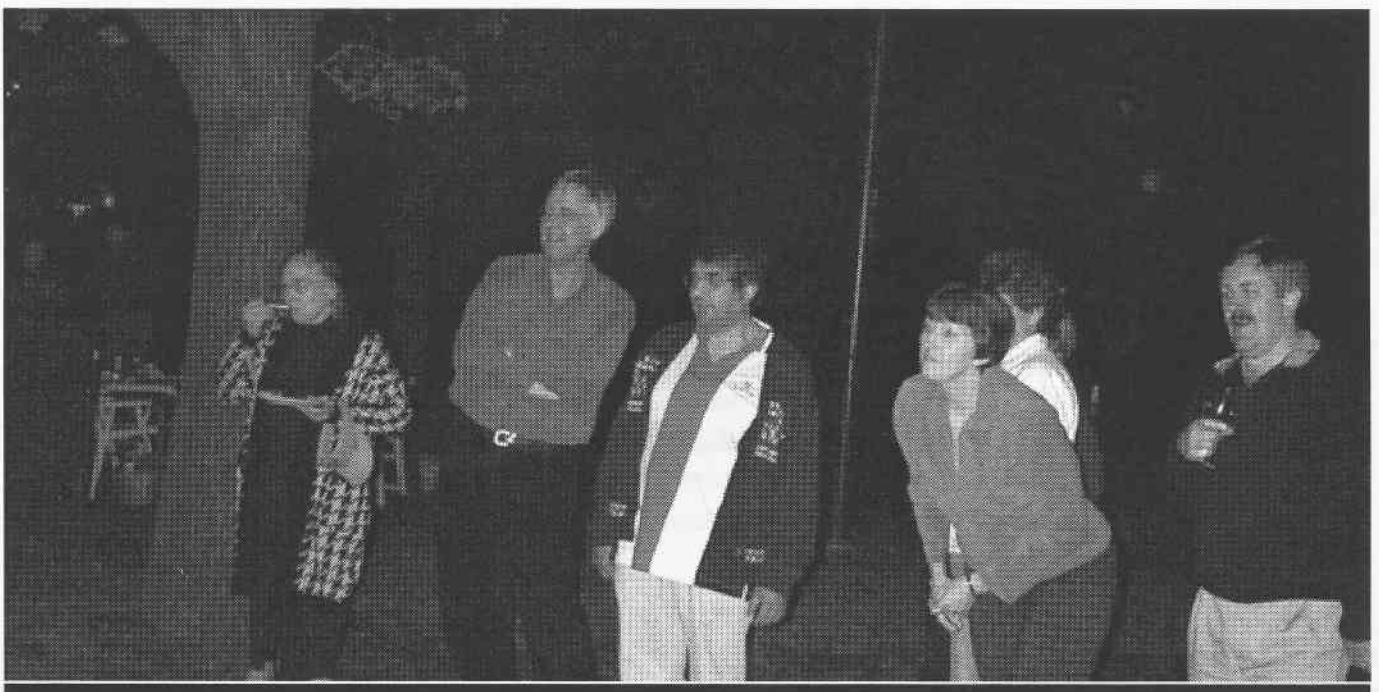






the kitty (?) away from the person who *thought* they had won. Eventually, as the evening turned into night and realising that we had commitments the next morning, little by little we drifted off home.

on playing last year due to rain, but this time we were limited eventually by our tiredness. Even the darkness didn't stop us. This was my first time playing boules; it was fun to watch, but better to join in - even for someone like me who isn't normally good at ball sports. Well I admit I wasn't good at boules either, but it really didn't matter - it's easy to learn, and everyone has fun regardless of who wins, who loses and who knocks



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# AUSTRACTION 2002

## HISTORIC BEECHWORTH, VICTORIA

This year your committee has decided to re-visit historic Beechworth as the location for our annual Austraction event – June 7 to 10 inclusive

Beechworth is regarded as Victoria's best-preserved Goldtown and is situated in Victoria's North East between Albury and Wangaratta, and towards the Alps. The area is a renowned Tourist attraction and the scenery and Historic sites will keep you entertained throughout your stay. There are many Restaurants and Cafes to visit, local Wineries to explore (this weekend will coincide with the annual Winery Walkabout in the Region). There are also many natural attractions to visit, including the King River, Paradise Falls and the Alpine National Parks to name but a few. This is also the traditional time Club Members come together and have fun and re-new old friendships.

### **Accommodation**

Your accommodation has been reserved at three separate locations in and around Beechworth. The main location is at 'La trobe at Beechworth' - situated within 11 hectares of tranquil heritage gardens. A range of price levels has been chosen for you.

Kurrajong Lodge	A classified building from the 1860's, restored to today's expectations, providing SELF CATERING and MULTI-BEDROOM options and the daily focal meeting-point. Note these rooms do not have ensuite bathrooms. (\$38-00 per head per night)
International Hotel school	A more modern building nearby in the same complex, and providing normal Best Western Standard Motel style accommodation, including a Continental Breakfast daily in the price. Some rooms with Spas etc (20 rooms reserved - \$85 to \$165 per couple per night)
Silver Creek Caravan Park	Located just 1 km from the main complex and providing cabins, cottages or powered sites – a less expensive option but close enough to still be in all of the action. (Cottages - \$ 60 per couple per night) (Cabins - \$ 50 per couple per night) (Sites - \$ 17 per night)

---

## YOUR ITINERARY

**FRIDAY** Arrive at your leisure. Meet and greet. A light supper/meal is included in your Rally fee.

**SATURDAY** Breakfast.  
Line up cars for a photo opportunity.  
Cavalcade of cars – drive into Town Centre  
A static display in the town centre.  
Afternoon activities: Drive to street market at Rutherglen  
Join the festivities- surprise return route and arvo-tea.  
Pre-dinner drinks at the Kurrajong. (BYO).  
Evening meal at Hibernian Hotel provided. Dress up.  
Awards and raffle and dancing.  
Kick On At Kurrajong.

**SUNDAY** Breakfast.  
Morning historic walk around the complex  
(or just sleep-in).  
Lunch is provided at The Bakery.  
Observation Run or alternatively, sight-seeing  
(a prize for the winning driver – one night's accommodation for free)  
Pre-dinner drinks at the Kurrajong – BYO  
Formal Dinner (Fully Licensed but fair prices)  
KOAK

**MONDAY** Farewell - Cooked Breakfast, OJ and Fizz

**COSTS** – Rally fee includes, Friday supper, Saturday dinner, Sunday lunch, Sunday formal dinner, and Monday farewell breakfast - \$90-00 per head

**ACTIONS** -What you need to do:

1/ Book in early. Do this with the Rally booking form enclosed with March Front Drive.

2/ Arrange your accommodation

Accommodation costs vary between options and some shared rooms may be necessary in Kurrajong or the Caravan Park. So book early to save any disappointment.

Book for Kurrajong through Ted or Helen Cross	03 9819 2208
Book International school hotel directly on	03 5720 805
Book Silver Creek Caravan Park directly on	03 5728 1597

3/ Pay your Rally fees

All rally fees must be received by the 17th May 2002 to confirm your attendance and may not be refunded if cancelled late. Please forward your

Cheques payable to "CCOCA-Rally" to Ted Cross, 173 Power St Hawthorn Vic 3122

# Was this the last “real” Citroën?

Prompted by a previous article about the Citroneta, Ian Macdermott reports about his experience with Romanian Citroëns called the Oltcit.



While living in Hungary some years ago, I used to occasionally see cars that looked like a Citroën, but which were called Oltcit. Being in need of a car for Cathie, I asked my Hungarian

colleagues about these vehicles. “Don’t touch them” was the reply from everyone I asked. “They are from Romania, they are badly made, and they are terribly unreliable.” That my colleagues rated even such classics as the Trabant more highly was sufficient to stop any further consideration of buying an Oltcit, and to start looking for something a bit more reliable – and certainly not a car made in eastern Europe.

It was not unusual for western European manufacturers to enter into agreements for their vehicles to be made in the former communist countries. For example, it was pretty obvious that the Polish Polski was based on the design of the Fiat 500, and that the Romanians were making a car called the Dacia, which looked like a Renault 12. But what was this Oltcit? My colleagues explained it like this. “The Dacia looks like a Renault 12, but it is definitely not a Renault 12. Only some of the parts are interchangeable, and the quality is far from the same as a Renault. On the same basis, the Oltcit isn’t a Citroën, so please don’t get yourself into trouble.”

Near Budapest Airport there was a paddock that contained several hundred Oltcits. In 2 years not a single car seemed to move out of the paddock. The only change was in the amount of rust blooming out all over these

cars. They had never been delivered to customers, but every panel on every car was rapidly turning brown. The advice to buy something else seemed to have been good. However, the mystery about the origins of the Oltcit took a while to solve.

In 1977 the Romanian government and Citroën entered into a joint venture to build a factory at Craiova, in the Olt region of Romania. Hence, the name Oltcit. The Romanian government owned 64% of the business, and Citroën owned the other 36%. The manufacturing facilities were based on modern practice for 1978. Due to delays in construction, the factory did not begin production until 1982, but the design of the cars went back much further.

Before the Peugeot takeover, Citroën had been working on a car to replace the Ami 8. At the time, there was some cooperation with Fiat, and the vehicle, known as Projet Y, used the floor pan of the Fiat 127. After the end of relationship with Fiat, Projet Y became Projet VD (Voiture Diminuee), with a new Citroën-designed floor pan. This was the design that finished up going to Romania. After the Peugeot takeover, Projet VD changed again, and incorporated the floor pan of the Peugeot 104, to become the Citroën LN, LNA and Visa.

The Oltcit was, therefore, perhaps the last Citroën design not to be influenced by Peugeot.

The new factory produced 3 versions of Oltcit – Special, Club and Axel 12 TRS. All were 3-door hatchbacks, with horizontally opposed air-cooled engines and torsion bar suspension. The dashboard used the “satellite” design, and was similar to that used in Citroën’s Visa and GSA models.

The Special had a 2-cylinder 650 cc engine derived from the 2CV design. However, it was not popular, and was dropped from the range in about 1989.



The Club was the most common model. It had a 4-cylinder 1129 cc engine, and it was claimed to be capable of 150 km/hr, and 6.7 Litres/100 km fuel consumption. A pick-up version of this model was also available. Without help from Citroën, other companies developed various body types, including a cabrio version, for the Club.

The Axel was intended for export outside the COMECON countries. It used a 1300 cc engine and a 5-speed gearbox, and it was better equipped than



the local models. The main markets were in South America, parts of the Middle East, and a few European countries.

So what went wrong? The Romanian government stipulated that 40% of all components had to be sourced in Romania, to avoid hard currency imports. In a command economy with state-owned companies, there wasn't a lot of choice of suppliers, nor was there incentive for poorly performing suppliers to improve. Furthermore, the government refused to allow hard currency profits to be repatriated to France. Instead, Citroën was required to purchase other Romanian products that they could sell outside Romania. This resulted in the Axel being sold alongside other Citroën products in some countries. Being aimed at the same market segments, the Axel and the Visa were in competition with each other. Production volume never reached the expected levels, and in Romania corruption and general inefficiency compounded the problem.

Citroën pulled out of the arrangement in 1988, and control of the business reverted to the state. In 1989, the name of the company changed to Oltena. Production of essentially the same design continued. Under communism, industry was subsidised and protected from competition. After the fall of the Ceaucescu, some of these controls were relaxed, and state-owned companies like Olcit and Dacia faced competition from other car manufacturers. The potential market was reduced even further when many Romanians realised their aspirations to own a Mercedes or a BMW by buying second-hand (and often worn-out) cars in countries such as Switzerland and Germany.

The Iliescu government relaxed controls even further in 1994, and Oltena was privatised, with 51% controlled by Daewoo. The new company, Rodae, began producing Daewoo models under licence, and eventually ceased manufacturing the Oltena in 1996.

Despite horror stories about "everything" going wrong with many cars, some people reported very few problems. In fact, an Italian magazine reported running one for 100,000 km with the bonnet sealed. In Romania, people used Oltcits for rallying.



Apparently, the cars were strong, and some of the defects that would annoy a person using a car for daily transport don't matter too much in a car destined to take a pounding.

Some people have an affection for the Olcit. There are Olcit clubs in the Czech Republic, Slovakia and Hungary, and there is a 12-member Olcit e-mail group on Yahoo! (The language for this is Czech).

Want one? They are pretty cheap in Romania!

But the question remains - was the Olcit the last "real" Citroën? Or was it a Citroën at all?



# Papa and Citroën

Club member John Bell has been travelling the world lately; he came across this article in *The Daily Telegraph* (19 January 2002) in deepest darkest Scotland where he spent the New Year. Many thanks John, for bringing it back, and for sending it to us for Front Drive. The second installment will appear in the May edition.

**Bernard Citroën, eldest son of 'The Henry Ford of France', enjoyed an upbringing that other boys could only dream of. John Reynolds met him in Paris to discuss a life of cars and adventure.**

André Citroën – the engineer, industrialist and founder of Automobiles Citroën – was more than just the pioneer of popular motoring in Europe. He was also the first car manufacturer to introduce the automobile into the nursery.

The life-like toy cars that he produced in 1923, (three years after opening his huge car factory at the Quai de Javel on the left bank of the Seine in Paris), were all scale replicas of his production cars intended to mirror all the excitements of the grown-up motoring world. By capturing the imagination of young would-be drivers, he aimed to recruit them later in life as loyal customers. "In later years, when they wish to purchase a car they will think of Citroën, because fond childhood memories will spring to mind," he said.

These models were followed by a range of toy garages, service depots and fire stations and after that the famous Citroënnette series of pedal and electric-powered toy cars. "I hope that the child who plays with these toys won't just say, 'Pass me my model car,' but 'Pass me my Citroën'," said André Citroën at the 1927 Citroënnette launch. "The first words that a baby should learn to pronounce are Mummy, Daddy and Citroën," he proclaimed.

Naturally, the chief test driver of these Citroën models was the motor-magnate's second child and eldest son, Bernard Maxime Citroën; born in Paris in June 1917, Bernard tested his father's tiny prototypes to destruction on the living room carpet.

Today, at 84, Bernard Citroën still lives in the 16th Arrondissement, almost within the shadow of the Eiffel Tower and half a mile from the former site of Citroën's Quai de Javel factory.

"I can well remember my father coming out with his famous saying," Bernard recollected. "Except that for me, of course, Mama, Papa and Citroën all meant the very same thing. I can also remember him bringing home box after box of these wonderful toys for me to try out. I only wish that I still had some of them today."

As the heir-apparent of 'The Henry Ford of France' (as Citroën *père* was known), Bernard seemed destined to succeed his father at the head of what was then Europe's largest car maker. His father (who stemmed from a prominent Dutch-Polish Jewish family) had been the first European industrialist to adopt American methods of mass production and mass marketing. Within 10 years, Citroën was the world's fourth biggest car maker and the largest outside the US. In 1929, the Quai de Javel turned out more than 100,000 vehicles, a total that was not seen again in Europe until the 1950s.

This made André Citroën an immensely wealthy man, well able to afford the lavish lifestyle that made him the target of gossip columnists throughout France. The company's vast profits funded his love of gambling, his weakness for advertising and publicity and, above all, his boundless generosity towards his three children, Jacqueline, Bernard and Maxime.

During the Roaring 1920s, Bernard and his siblings enjoyed a hedonistic upbringing, even by the standards of the time. For example, in July 1925 their father invited them to join him at a gala ceremony held to mark the switching-on of the illuminations installed on the Eiffel Tower to celebrate the opening of the international *Exposition des Arts Decoratifs et Industriels*, the birthplace of the Art Deco movement. Thereafter, every night for the next 10 years, the children could see their family name on the side of the Eiffel Tower spelt out in huge 100 ft letters with 250,000 electric light-bulbs; the gigantic advertisement was visible from 60 miles away.

Bernard was also present when, two years later, in May 1927, his father threw a huge party at the Quai de Javel to welcome Charles Lindbergh, who had just landed in Paris, having made the first flight across the Atlantic. "During these ceremonies, my brother, sister and I presented a gift of jewellery to the American aviator," he said.

The Citroën family regularly took their winter holidays at Saint-Moritz in the company of Charlie Chaplin, while in summer they rented the same seaside villa at Deauville, Les Albeilles.

# were the Same Thing

"To amuse us during our long summer holidays at Deauville, my father presented us with an electrically powered half-scale model of his latest series-production car and persuaded the local police to give me permission to drive about the town on the public roads even though I was not old enough to have a proper driving licence," Bernard said. "My father also provided one of his well-known Citroën-Kegresse caterpillar cars to act as a bathing machine." For many years, every season the Citroën children would enter their little car in the annual Concours d'Elegance held by the Deauville Automobile Club. On at least one occasion, in September 1930, they were accompanied by Maurice Chvalier, then at the height of his fame.

But the good years did not last forever. In 1934, Andre Citroën decided to modernize his factory to launch a revolutionary new car, the Traction Avant, the world's first mass-produced monocoque, front-wheel-drive design. He had misjudged the economic situation badly, with the result that Citroën ran headlong into a severe financial crisis, made worse by the plunging sales of his existing range. A creditor's moratorium was established, but when this

was broken by an impatient minor creditor, Automobiles Citroën was deemed insolvent and taken over by its largest creditor, the Michelin tyre company, to which Andre Citroën had already pledged his personal shareholding. Having lost his firm, his fortune and then the rights to his name, the following year he died of cancer in a Paris clinic, aged 56, leaving his wife and children in straitened circumstances. For the 18-year-old Bernard, it was a shattering personal and career blow. Under new Michelin management, there was no room for him at the Quai de Javel and it seemed unlikely that the competition would employ an engineer called Citroën.

Nevertheless, in 1936 he followed in his father's footsteps by entering the elite Ecole Polytechnique, the engineering academy of the French military and civil services, passing out in 1939. Two years later, he enrolled in the Ecole Supérieure du Pétrole, a faculty of the University of Strasbourg based at Clermont-Ferrand, to begin his career as an engineer in the petro-chemical industry, and on gaining his diploma he joined the French state-owned Aquitaine Petrol Company.



**Charlie Chaplin (center) with the Citroën family – on holiday in St Moritz, 1932**

# Ducks on Sand

**Bernd, Shayne, Fred and Ralph travel from Lancelin to Cervantes the hard and soft way.**

Shayne and Ralph have been talking about a possible raid Canning stock Route. Bernd being the only 2CVer to do this trip single-handed would naturally be a source of inspiration. We discussed this possibility with him, his quick reply was "you will never make it". Undeterred we plan ahead. We decide that we should experiment with our 2CVs on the sand dunes at Lancelin, which is on the coast about a 110 kms north of Perth. Now it is even farther than Mike and Wendy's house to get to Lancelin but undeterred we drive on straight past their house knowing that they are at work. It is Thursday 20<sup>th</sup> of December, the sky is blue with a few clouds and the temperature is in the twenties. By 11am we are in the sand next to the beach just north of the township. We have filled with fuel and checked our tyres. Bernd leads the way down to the beach in his 4wd 2CV ute named Bushpig. We gamely follow in the Beancan a 1982 2CV6 Club with no modifications for sand dune travel. Bernd stops in the soft sand to engage 4wd and we are forced to stop behind him. Bernd drives off over the loose sand onto the beach we try to follow and instantly bog. With Shayne pushing I drive back out and we try again. This time we get even further in trouble. More pushing and digging and we decide it is now time to put on the wheels with the 165 x 15 tyres rather than the normal 135 x 15. I now back out easily and stop for Shayne to catch up. We can hear the Bushpig nearby on the Beach just over a low sand hill. Together we go to have a look and sure enough Bernd is bogged in the loose sand that leads back to where we are. Fred is a few hundred yards down the beach walking toward us.

After a few attempts Bernd drives Bushpig back to where the Beancan is and then drives back along the track to collect Fred from his walk along the beach. We now decide to head along the track that leads North to the Pinnacles and the town of Cervantes. The track is quite well used, but soft in some patches and hard limestone in others. Low coastal shrub overgrows the less used parts of the track and the large sand hills

encroach upon it in some places. We followed a sketch map, which led us through a naval firing range. The large signs advised that one should keep to the marked tracks and not pick up any objects. "The land here is used as a bombardment range and practise assault area by surface ships and naval aircraft using explosives. Every precaution is taken to recover such explosives after use. But recovery cannot be certain. No person should touch anything that appears to have any connection with a detonator. Rocket. Bullet. Shell. Bomb or projectile."

We continue to travel north and eventually get to the small fishing settlement of Wedge Island. Here we stop for a cold drink, we carried our own as here one can only buy if you can find some one to serve you. We stopped long enough for a photo and drove on through the apparently deserted village. A crude sign directs us onto the beach so we head in the indicated direction, driving out onto a very wide hard sandy beach that smells of decaying seaweed. Wedge Island is clear in the distance and is joined to the mainland by a wide sweep of beach sand curving off to the North and to the South.

Now we are about half way to Cervantes. We drive North along the beach for a few Kilometres until the beach ends at a headland and the track leads up over the sandhills. Bernd surveys the route for us. Fred is now traveling with me in the Beancan and Shayne is Bernd's offsider. About five minutes later Bernd returns and says that maybe we will get through. I had already set the Beancan up about 200 metres down the beach on the hard sand by the waters edge. We accelerated to 2<sup>nd</sup> gear and raced up the sand track, which was on a slope to the left of about 20 degrees. The big tyres rode easily over the loose sand and we were soon on a hard track through the scrub. This track led inland and we were traveling stretches hard sand, loose sand and over hard limestone outcrops.

The limestone is very hard and one must drive very carefully to avoid the outcrops. First gear is a must and the best route is taken, but

even so I managed to loosen the exhaust system and continued on our noisy way.

Bernd and Shayne in the Bushpig have more ground clearance with four big tyres and the unique construction of Bernd's self made ute. We travelled for more than a hundred kilometres along this track stopping also at the small settlement of Grey. Here we were interested in the shanties made of old sheets of corrugated iron and many salvaged materials. There were few people about and they were as interested in our cars as we were in the village. It was 4pm when we got to the Pinnacles turn off. We had all been there before so we decided to go straight on to Cervantes. Here we tucked into a welcome hamburger and drinks. The sign said Perth was 230km via the Brand Highway. We all were a little sun and wind burnt and Fred's face was a bright shade of red. So off we headed home with the sun going down on our right in blaze off colour at about 7.30pm. The sunset was a fitting end to great day in the sand.

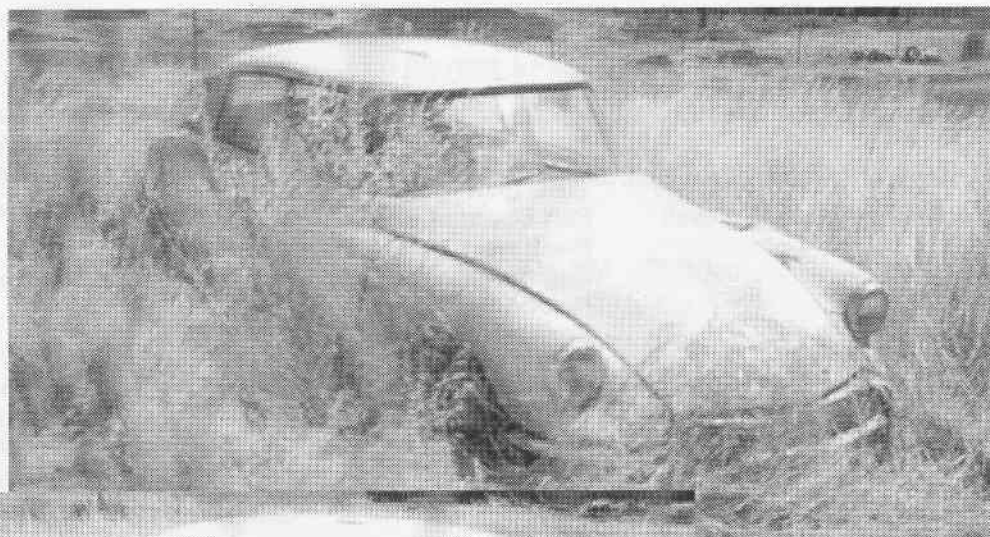
We plan to have a club run over a weekend to duplicate this little adventure, some time soon. We recommend large tyres for your 2cv, (165 65 x 15) or similar would be good. These tyres can be bought second hand and can be nearly worn out as they will be used at about 8 to 10 lb/in<sup>2</sup> pressure for the loose sand. The 2cv would be better with about 20mm more clearance than usual. The Beancan is standard, but with 165 x 15 tyres on the front 145 x 15 on the back. Food and plenty of water as well as sleeping gear will be needed. Travel light with only one or two persons in a 2CV and you will have a lot of fun. Don't forget a towrope and a shovel, just in case.

Enjoy your citroëns. Ralph.



# A 'D' for Salvage?

These pics were sent to us of what is perhaps an early 1960's ID19 abandoned near Kerang. If you are interested, contact Jeff Pamplin.



## SPARE PARTS REPORT

'and now we have the "Euro"!

Since the introduction of the new currency, Australian Customs are now paying particular attention to all incoming goods valued at A\$100.00 or over. [Prior to the Euro it seemed it was only goods which came from the U.K that caught their attention]

This requires us to fill in a Customs Declaration Form, then choose an Agent to work on our behalf to clear the goods and arrange delivery, at a cost of 10% for clearing & 10% for delivery, all to be paid C.O.D [on top of the original invoice value]

I previously did this myself on the odd occasion we got landed with Duty & S/T but now Customs insist we fill in the section identifying the Code Number for the particular goods, which dictates the rate payable.

Unfortunately the Agents have tightened up and will not divulge the codes over the 'phone. These are detailed in a "Bible" which I believe is a formidable tome.

Inevitably, all this does force the cost of our parts up. So, as usual, the best time to buy was last year!!

Cheers,  
Mel Carey  
Spare Parts Officer

## Free Kick for Citroën

The soccer World Cup trophy is doing a wandering winding world tour towards South Korea and Japan for the tournament scheduled for May and June, but the question is: what is it doing in an old Citroën?

Last time I looked the whole thing was being sponsored by Hyundai, but what has popped up on the wires but a snap of the trophy doing the rounds this week in Hanoi, Vietnam.

Another World Cup partner – Coca Cola – has some signage draped all over the cars (and the girls) but it might have been nice to use a Hyundai Vehicle.

Perhaps the lack of a convertible in the Hyundai range might have had something to do with it – even a really big sunroof might have fit the bill.

[Perhaps the attractiveness of the Tractions compared with any Hyundai may have something to do with it. -Ed]  
From the Daily Telegraph, Sydney,  
25/01/02

## 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

### **DS 21 1970 Hyd. Gearchange Pallas**

Recent restoration by Carey Motors

Very good condition.

New paint, full leather retrim.

Reg No. PMY 74

\$23,000 Neg.

### **WRECKING**

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

### **11BL 1950**

Part Dismantled but complete

Much work done towards restoration

Engine, gearbox, front end, brakes and steering  
reconditioned.

Engine No. AF156467

\$4,500 Neg.

### **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)

1 x 11BL Small boot

1 x L15 Small boot

1 x D 5 speed

1 x ID twin headlight

## Phone for List of Wanted/For Sale Citroëns

## Spare Parts Fund Members

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

Alain Antonius  
Graham Barton  
Andrew Begelhole  
Chris Bennet  
Paul Bishop  
Peter Boyle  
Ron Brookes  
John Buckley  
Roger Brundle  
Walter Burkhardt  
Mel Carey  
Gerry Carson  
Jack Couche  
Jeff Cox  
Sam Crisi  
Doug Crossman  
Mark Douglas  
Jon Faine  
John Fleming  
Jason Glenn  
Bryan Grant

John Grieve  
N.D. Harwood  
John Hawke  
David Hayward  
Paul Hibberd  
Ray Hobbs  
Peter Holland  
Geoff Hooler  
Michael Hort  
Jean-Pierre Jardel  
Fred Kidd  
Rob Koffijberg  
David Law  
Robert Little  
David Livingstone  
Domonic Lowe  
Iain Mather  
Ian Macdermott  
Andrew McDougal  
Leigh Miles  
Laurie Moers

Derek Moore  
Joseph Nati  
Mike Neil  
Richard Oates  
Gerry Propsting  
Alec Protos  
Darian Pullen  
Keith Radford  
Phillip Rodgers  
Barry Rodgers  
Alexander Scales  
Warren Seidel  
Peter Simmenauer  
John Smart  
Robin Smith  
Barry Teesdale  
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 63 AMI 6 Sedan LHD

Registration No AMI 6

Genuine 64 000km

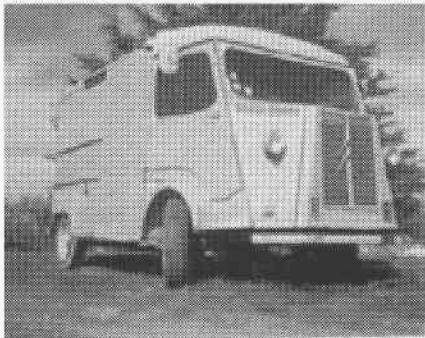
Asking \$13000

Contact: Carl Perrin

Ph/Fax: (08) 9386 3268

Mob: 0412 472 527

email: kaycarl@iinet.net.au 1st



## CITROEN XM , 2000cc

ADU 83W, 1991,

10 months rego, grey, velour

trim, air, remote locking,

p/steering, p/windows,

p/seats, cruise, good tyres,

new brakes/exhaust, 130,000

km,

country car,

**\$13,500.00**

**Ph (02)6583 8156**

**or 0403 199 458** 1st

## Citroen H Van for sale.

Beautiful, purring 1600cc motor. Excellent underside. Drives like a mix between a Traction & a Go-Kart. Amazing roadholding. Needs non-structural panel rust cut out & a repaint. It was given a good inspection by Uli WITTING in 2000, who gave it the thumbs up as a potential back-up vehicle for the planned 5CV round Australia trip.

It has been in dry storage in WA since Oct 2000. Has made several appearances at classic car shows; it is a great "walk through" display vehicle & always attracts much attention. Original & Low Kms 110 000 nice taut steering/suspension (never been off-road). Pics to the Left

I would like \$12,500

Delivery to Melbourne not a problem. (Contact Mel Carey for further details on 9419 4537

## For Sale

### 1989 2CV Charlston

Excellent condition 49 300 miles,

Recent restoration in England,

All ADR compliance,

Vic registration until Sept 2002,

Reg no QPA 460

**\$13 000 neg**

Bruce Bryen

**Ph 03 9306 3008** 1st

## For Sale Traction Parts

5 BM wheels: sandblasted, primed, undercoated ivory colour, with 23 wheel nuts.

4 Hubcaps, chromed and 4 chromed bolts.

1 Waterpump, modern type, with new bronze bush and carbon seal#

2 Waterpumps, old style, with new packing.

1 Fuel pump # SEV# with primer and new diaphragm.

1 Fuel pump #GOSS#

1 Brake master cylinder, rebuilt.

2 Steering wheels; 1 French,

1 English

Plus many other parts

**Contact Gabriel (02) 95231364** 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, silentblocs 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.

Carey Motors P/L

Phone Mel on (03) 9419 4537 Mob: 0414 820 631



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**Bairnsdale Workshop**

**Factory Authorised Service and Spare Parts Agent**

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