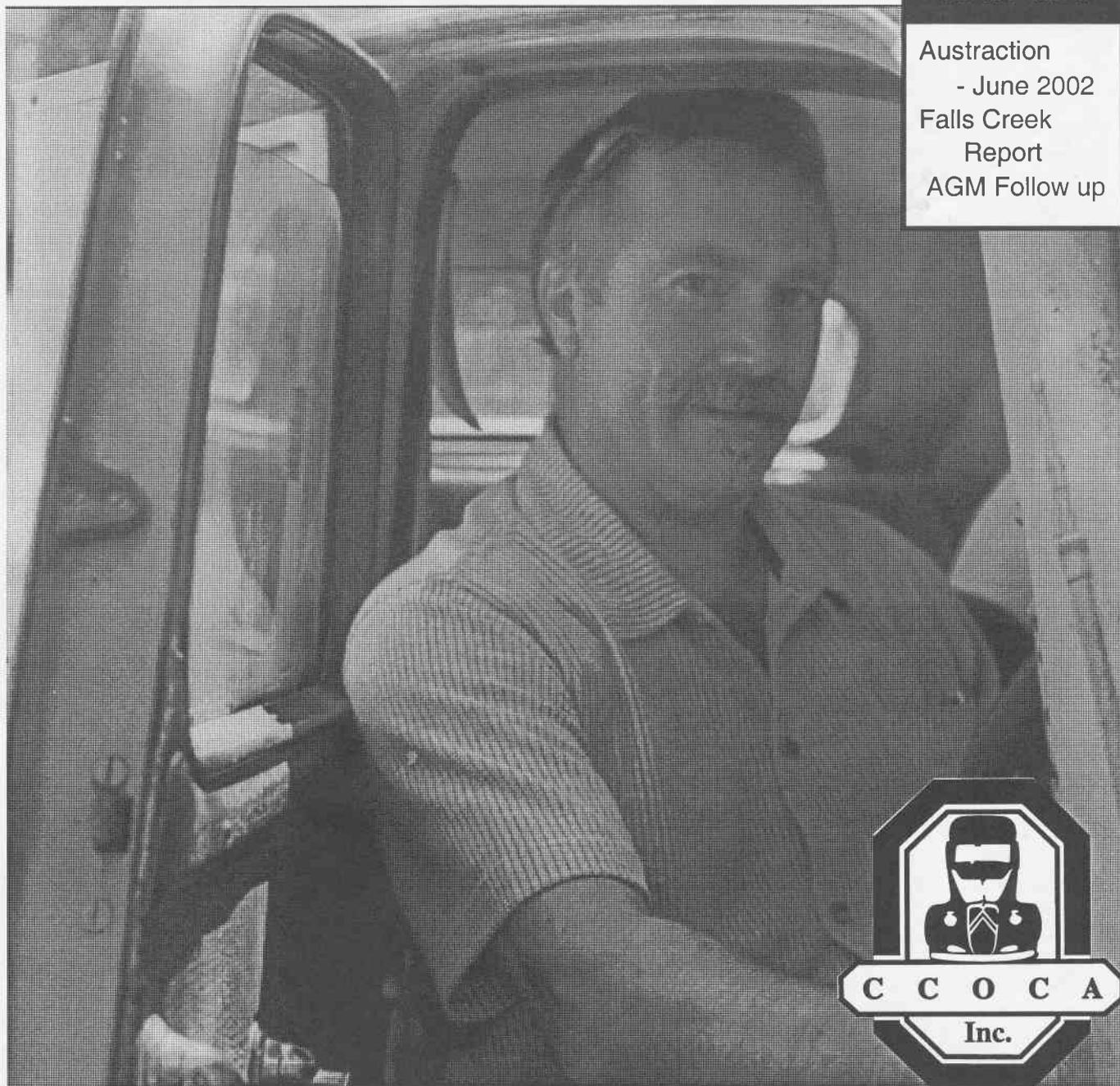


# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Apr/May 2002  
Vol 26 No 1

Austraction  
- June 2002  
Falls Creek  
Report  
AGM Follow up



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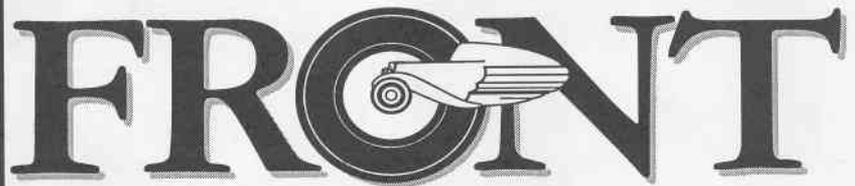
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Russell Wade (03) 9570 3486

# FRONT



## **CIT-IN 2003**

Hot on the heels of CIT-IN 2002, details are just emerging for CIT-In 2003. CCCQ will be hosting the event in Maleny in south east Queensland, one hour drive from Brisbane. Check out CCCQ's website at <http://doublechevrons.aunz.com> or keep an eye out for details in future editions of Front

## **SPARE PARTS**

Please note Mel Carey's new email address:  
[mel@careymotors.com.au](mailto:mel@careymotors.com.au)

## **Citroen Web Sites**

Besides our club's own web site, there are plenty of other sites of interest to Citroën enthusiasts. Have a peek at [www.TractionAvant.ch](http://www.TractionAvant.ch). Though a German language site, it has some great shots of tractions.

## **Front Cover Illustration:**

Graham Barton at the wheel of his 1948 Light 15. This car is for sale. See the classifieds for details.

## **Postal Address**

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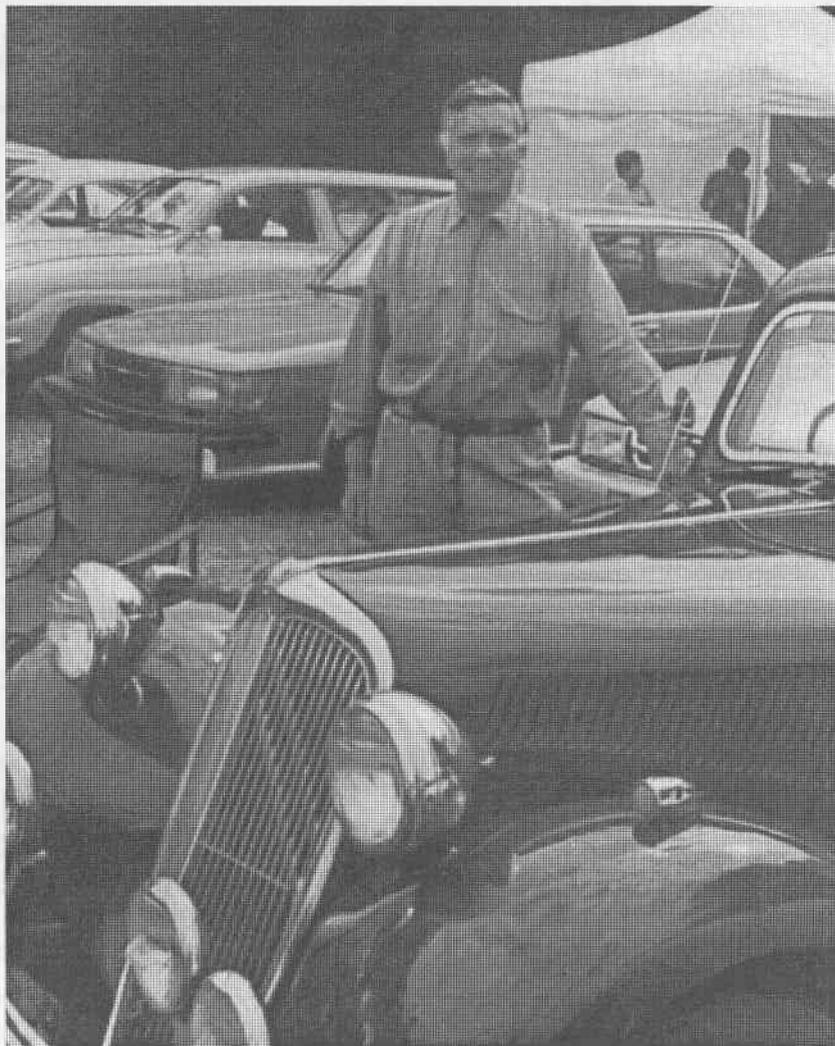
[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

# DRIVE

Published bi-monthly by  
The Citroën Classic  
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Inc.

## Contents

Editorial	4
Gippsland Gas	5
Atractions	6
CCOCA budget	7
AGM Report	8
Werribee trip	9
Falls Creek	10
Motorshow	12
Beechworth	13
Citroën Jnr	14
More Falls Cr'k	16
Spare Parts	17
Classifieds	18



## 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.

# Andrea & Ian's Editorial

Compiling this edition of Front Drive was especially enjoyable due to the significant number of contributions we received. Ian Mather wrote an account of an enjoyable day at Werribee show and shine organised by Yves. Staff reporter Yellowy Bear wrote about the Falls Creek weekend and Jeff Pamplin contributed some photos for the article. Paul Watson from Peugeot Club allowed us to use the article he wrote about Falls Creek.

While its true that the more contributions there are to Front Drive, the less there is for us, the editors to write, the real value for you the readers is that more contributions mean more and

## **Members Address List**

Recently concerns were raised regarding the privacy of members and the distribution of the Members Address List. If for any reason, you are reluctant to have your contact details distributed to other members, notify the Secretary to have your details omitted from future editions of the address list.

varied perspectives (that probably more accurately represent the membership) are represented. A richer, more balanced magazine and better reading is (hopefully) the result. We encourage any of you who have considered putting pen to paper to do so.

Classifieds are chock-a-block full this edition. Many members say the first thing they look at is the classifieds. We are happy to advertise almost anything of interest to a Citroen enthusiast.

There have been some great activities on lately. Reports about the Werribee show & shine, the Falls Creek weekend and the British & European Motorshow have already been mentioned. Unfortunately some members couldn't get to these events. The most likely explanation is that they are saving themselves for this year's Austraction. Speaking of which, this year it's at Beechworth and it is one Club event you really don't want to miss. There will be plenty to see, do and wonderful company all weekend. It is a chance to catch up with your friends in the

club - or if you don't know many people it's a great opportunity to meet the other club members and make friends. We didn't know many people before last year's Austraction, but we had a wonderful time. We hope to see you there.

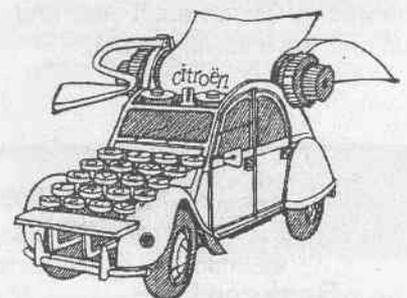
The deadline for the next edition is July the 1st.

Regards,

Andrea Fisher &  
Ian Sperling

**Thanks you to our contributors in this edition:**

**John Bell  
Yellowy Bear  
Jeff Pamplin  
Paul Watson  
Iain Mather  
Bill Graham**



Logo courtesy of 2CV Suisse Romande Dec 94

# Gippsland Gas

About twenty years ago I sat down at my typewriter to write my first piece in Prez Sez and I'm back sans typewriter. In the intervening years I drifted away from the club and started businesses and moved to Drouin and all the time my old 2CV and the boxes of its inards sat accusingly in the back of various sheds waiting for me to get back to the restoration that had started before my 20yo daughter was born. A couple of years ago I saw in "The Age" the announcement for The Concours so I thought I might pop along and see if I still knew anyone, the first thing I knew I had a glass of Red stuck into my paw and was

welcomed back as if I had never left. So if you haven't been to a meeting for a while or have never been to one come along you may just be surprised.

I look back at old club photos and two things become apparent, the cars were pretty scruffy and the owners were a lot younger. Now the cars are looking great and of course so are we! I do not want to be buried with my Traction so more members and younger members have to be encouraged. We are still missing an Activities Officer, we can limp along without one but it is a burden on the Committee so please volunteer, Ted Cross has

kindly volunteered to organize the two difficult events Austraction and the Concours and the Committee will help out anyone who wants to step forward.

Lastly I'm writing this on a Sunday night after a reminder call from Andrea to pull my finger out [Not my exact words - Andrea] and get this article finished. It's been a lovely day in the shed scrapping 50 years of accumulated grease and paint from the firewall of the Traction and still getting accusing looks from the 2CV.....well I can't please everyone.

Mark McKibbin

## CLUB TOOLS

CCOCA has a set of Traction Front End Tools for club members to borrow. The only charge is a refundable deposit of \$50.

See Mel Carey (spare parts officer) for details.

Club Shop Club Shop Club Shop

Due to other commitments,  
Club Shop will be  
**UNAVAILABLE**  
until the end of  
July 2000

but there will be a

**MONSTER  
CLEARANCE  
SALE**

at the Concours

Club Shop Club Shop Club Shop

# A - TRACTIONS

- May 22 Wed 8pm**      **Monthly Meeting at our clubrooms**
- June 8, 9 & 10**      **Austraction 2002, at Beechworth.** You must book NOW.  
See more information in this magazine  
Contact Ted Cross 03 98192208 ah
- June 26 Wed 8pm**      **Monthly Meeting at our clubrooms**  
Monthly meeting - guest presenter - a light hearted review  
Traction Motors - History and gossip - see a working model of the  
famous traction power and compare Andre's later developments
- July 1**      **Deadline for the next edition of Front Drive.**
- July 14**      **"Bastille Day" Breakfast** at 9-30am at "Breizoz" in Williamstown  
Arrive early for a park out front - Crepes and coffee with Host Jean Marie  
Come and celebrate France's National Day together  
Please confirm your attendance by 7 July to Ted Cross on 9819 2208
- July 24, Wed 8pm**      **Monthly meeting.** The famous best-model and best-photo competition  
Prizes - Bring only your OWN PHOTOS please
- August 18**      **Event - TBA**
- August 28, Wed 8pm**      **Monthly meeting**
- Sept 14-15**      **Club run to Walhalla** and Dinner, Bed and Breakfast "Escape the city  
in your Citi" - stay at the Star Hotel Bookings a must (\$115-00 per person  
- twin share) one night's luxury accomm / 3 course a la carte dinner  
continental buffet breakfast - book with Ted Cross by 28 August
- Sep 25, Wed 8pm**      **Monthly meeting**
- Oct 23**      **Event TBA**
- Oct 27**      **The annual CCCV/CCOCA Concours** Details later
- Nov 17**      **Day run organised by Andrew & Frances McDougall** Details later
- Nov 27, Wed 8pm**      **Monthly meeting** last meeting for the year Special supper/drinks
- Dec 18**      **Christmas Kris Kringle and drinks** location TBA
- Jan 22, 2003**      **BBQ and Boules on the Yarra** Our annual new-year get together  
note\*\*\*\* 6-30 start
- Feb 16, 2003**      **"A Pleasant Sunday"** morning breakfast and Visit Andrew McDougall  
Garage crawl to two local members' garages & Peter Boyle More details  
later

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



## AGM REPORT

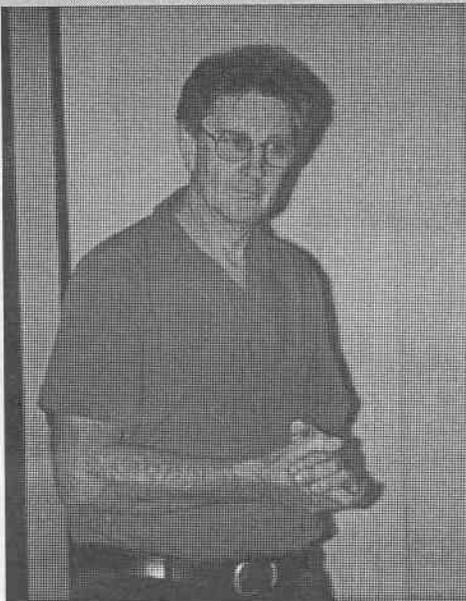
CCOCA's Annual General Meeting was creditably well-attended, with about 40 members present. The election of club officers for 2002/03 was ably chaired (as usual) by our Public Officer, Jack Couche, who brought his extensive knowledge of the club and its members to give appropriate commentary on the positions and the nominees.

As a result of the election, we now have a bright and shining new committee (well all right, one new committee member, some reshuffling, and the rest of us are recycled!). Our new Fearless Leader (oops: President) is Mark McKibbin, replacing Ted Cross who had reached his use-by date (oops: maximum 3-year term). Ted has done an excellent job as President, and has been the classic "hard act to follow"; fortunately for the club, I expect that Mark will also do justice to the position.

Stepping into the Secretary's role is Jeff Pamplin. Jeff has been a member of the club for many years, and will be a valued addition to the formal committee (he also continues in his previous role as Web Wallah, and in this he is legendary for getting pictures of events onto the web site before many members have even got home!) I believe however that he would not knock back offers of assistance in either role.

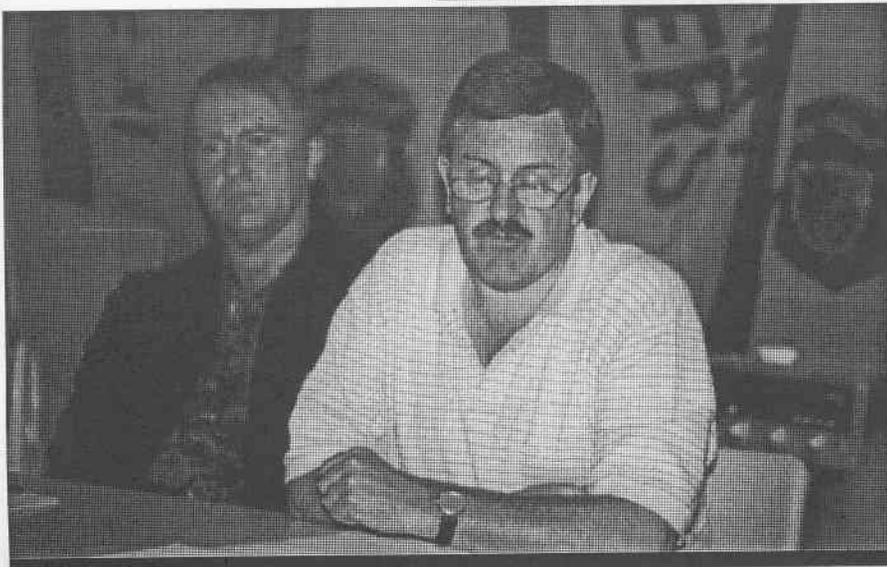
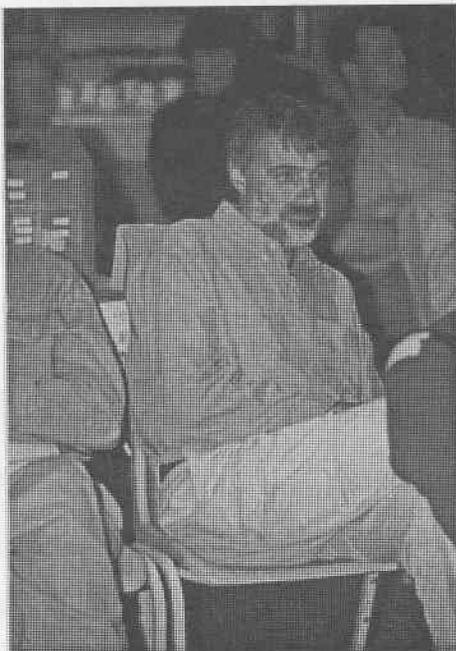
The remainder of the elected committee remains unchanged, with Graham Barton continuing as Treasurer, Mel Carey as Spare Parts Officer, Robin Smith as Committee Person, and Ian Sperling & Andrea Fisher as Editors.

Sad to say, the other unchanged position is that of Activities officer, which continues to be unfilled. Now, I don't understand why this position should be so hard to fill. Firstly, it gives the lucky person who takes on the job access to the legendary Committee Meetings, which are a great way to socialise with friends (photos of some of them attached) under the guise of spending a portion of the time doing something constructive. The



meetings are lots of fun - I wouldn't miss them! Secondly, since the job is half done already. Ted Cross is already organising the big events this year - the Austraction in June, and the Concours - leaving the lucky recipient with a few day trips and club meetings to organise. And even these can readily be delegated out to other people.

So a very small commitment from several people would be as helpful as one person offering to do everything. If anyone can arrange a speaker for a club meeting, or organise to bring along the supper (of course, the club will reimburse your costs), or perhaps know of a restaurant for a weekend drive & lunch - or someone prepared to co-ordinate the people who are doing all of this - we would love to hear from you.



**Top: Spare Parts Officer, Mel Carey.**

**Middle: New President, Mark McKibbin**

**Bottom: Treasurer Graham Barton & Former President, Ted Cross**

# A sunny day in Werribee.....

As the Japanese advanced through the Pacific and the feared bombing of Darwin became a reality, Australia was in desperate straits for a defensive bombing plane to spear head the counter attack. This is where the "Liberty" bomber earned its reputation.

American designed, the first planes were hurriedly sent from the States to defend our shores. Later they were built here - up to 18,000 in fact. Formidably armed with machine guns and carrying 4000lb bombs these planes were designed however with a life of only 90 flying hours. [And people say Citroëns don't last!] Very few remain anywhere in the World.

However, on Sunday 24 March a small but hardy band of Citroënists - [Editors Ian and Andrea, Yves Schiesseck, Ted Cross and his son Tim and myself, Iain Mather] ventured out to the old WW2 airfield along Old Geelong Road at Werribee to view the efforts of the small and dedicated band of enthusiasts who are restoring the only Liberty bomber in Australia.

A joint event organised by the Werribee Car Club and the Bomber restoration band, the "Show and Shine" is an annual event in its 6th year and is designed to help raise money for this fantastic memorial to the men who risked their lives for us. A wide variety of vehicles was on display along with static steam engines. Military vehicles, and plenty of "American Chrome" completed the setting.

It was interesting to see what the Americans were doing at the same time as the French and Europeans in the 50's - what were they thinking? Certainly not "less is more". A good number of English and European cars were also presented so the collection wasn't entirely one sided.

Yves had certainly organised the prime spot under the trees with the Citroen "corporate tent" strategically placed to offer maximum comfort as the 33 degree day wore on. The red and white bunting and tricolour looked magnificent in the breeze. Pity we only had 2 cars!!! [Ian and Andreas 2CV and Steve and Iain's DS]. Never the less we maintained valiantly the traditional French attitude - wine, conversation and laughter in face of the occasional jibe from the uneducated masses with their gleaming piles of '50's chrome.

Those of you who didn't attend are poorer for the fact - this was a very well run day in very pleasant and interesting surroundings. It is well worth the effort to make the crossing and venture to the Western Suburbs. The setting was perfect for a picnic luncheon under the cypress trees. I will certainly be there next year to inspect the progress on the magnificent memorial. Hopefully there will be more CCOCA members to share the day with.

Thanks Yves for the invite and the valet parking!

Viva la Citroen.....  
Iain Mather

# The Falls Creek Adventure

By staff reporter, Yellowy Bear.

We were woken very early, not a good thing for an aging yellow teddy bear who needs his beauty sleep, but still we needed to be organised if we were to be at Fountain Gate by 8.00am to join the convoy to Bairnsdale and then on to Falls Creek. Jeff arrived to collect us in his Big 15, the first time we had been on an expedition in such a vehicle, adding to our varied experience of travelling by Citroën.

We arrived at what we hoped was the designated place right on 8.00am but no-one else was there. After a few minutes, which we spent wondering if we were in the correct place, Christine and Peter Sandow arrived in their Light 15, followed not long after by Kay and Rob Belcourt in the Renault Caravelle. A little later the Big 6 with Helen and Ted Cross arrived, Helen disembarked and Ted drove off waving his mobile phone. It seemed that Ted had misplaced our co-venturers in a Peugeot 203. While he was gone we learned of an

earlier misdemeanour, which had caused the collapse of Helen's orange cake the previous evening – Ted shouldn't have gone near the oven (the cake still tasted good however). After about 10 minutes Ted returned and we all got back into our cars drove down the road and met Barbara and Graham Lewis, the owners of the 203. Our group journeyed on via Sale for provisions and then to Bairnsdale where we stopped for lunch at Carey Motors. Along the way we were joined by Sue and Mark McKibbin in their ID19 and Jo and Danny Troon in their Magna (must tell these people to get a proper car!). Colleen had organised tea and coffee and the people all ate their lunch, while Bluey and I rested in the back of the car and became better acquainted with Jeff's bear.

Helen tried to keep track of the group by herding her charges with a high tech mobile phone, unfortunately this was at times thwarted by areas of poor reception.

We were joined at the lunch stop by Jeff Cox, Pam and Warren Siedel and friends of Mel & Colleen, who accompanied us to Bruthen after lunch. Paul and Noel Watson in their Peugeot 403 also joined us in Bairnsdale, they had stayed overnight in Metung to make the most of their weekend, which was to be shortened by Paul's work commitments. For us the journey to the Blue Duck was uneventful, although poor Ted and Helen had trouble with a broken fan belt (we shouldn't say we told you so Ted but....) and navigation was challenged by them following a map of the USA. As we pulled into the Blue Duck we were greeted by the sight of Peter Sandow "sans" trousers, and after that decided that we all needed a stiff drink! Gradually the full entourage gathered in the pub, drivers having light drinks and passengers making the most of the great surrounds and alcohol available, setting the tone for the



Group photo taken at Sale (L to R) Kay Belcourt, Ted Cross, Jeff Pamplin, Helen Cross, Rob Belcourt, Christine Sandow, Mark McKibbin, Sue McKibbin, Barbara Lewis, Graham Lewis, Danny Troon and Sue Bryant.



Dinner, with Sue McKibbin, Christine Sandow, Jeff Pamplin, Sue Bryant, Colleen Carey and Mel Carey.

remainder of the weekend.

We set off again for the last and most eventful part of the journey, the unmade road from the Blue Duck to Falls Creek. This proved quite a challenge for our friend the Big 15, the surface was rutted and rough and in parts it was also steep, most of the distance was traversed in 2<sup>nd</sup> gear and on occasions it was back to 1<sup>st</sup>, so our progress was slow. Ted and Helen's car didn't seem to enjoy it much either as it seemed to be complaining about the heat!

The road flattened out and became easier and we were overtaken by Peter and Christine, who we assumed were sick of following our dust. We soon however saw Peter communing with nature beside the road after apparently holding until he reached the treeless expanse above the snowline.

We arrived at the lodge just before dark. There were in fact two lodges; we were with the Watson's 203 people, Mel and Colleen, Mum and Jeff. The occupants of the other lodge were the Crosses, Sandows, Belcourts, McKibbins and Troons. After lots of trips up all the stairs everyone had all their possessions safely stowed and it was time for pre-dinner drinks. Salads were prepared and pooled in the upper lodge and the men folk sent to cook the meat on the club barbecue which Ted and Helen had thoughtfully brought along for our use. Our spies tell us that

some of the men folk need more practise cooking as after their efforts were examined they were sent back outside to cook the meat properly. We all had a wonderful evening together before retiring for some much needed sleep.

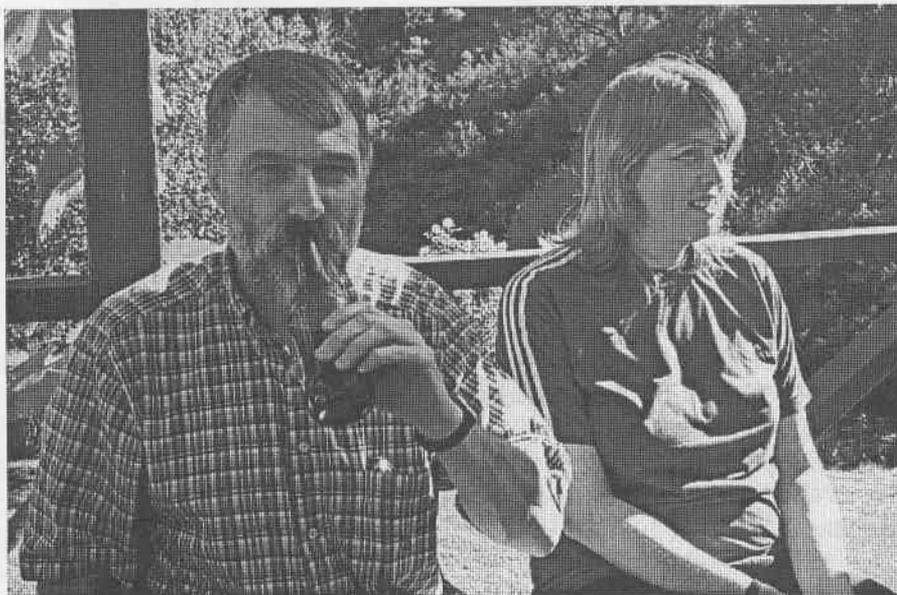
Sunday dawned bright and clear and the fresh mountain air was wonderful. Bluey, Bear and I found a nice couch outside our room, where we could keep an eye on the movements of all the people and also enjoy the view. The adventurous went for a walk, with Peter and Christine Sandow at the lead, our peace was however disturbed as the people in our lodge who sat up stairs ate, drank and talked the afternoon away, only venturing out doors for

short walks. Both Jeff and Mel indulged in afternoon naps (a very civilised thing to do!).

More pre-dinner drinks and then another meal together, this time in our lower lodge. Food was prepared (unfortunately this task seemed to fall to the women, and the men were left to bartending duties and conserving their energy for the long drive home the next day). The first course was Helen's great pea and ham soup, which was nearly a meal in itself. The second course from the shared pool of food included pasta, chicken stir fry, quiche and zucchini slice. There was enough to feed an army and everyone over-indulged which, after a hard day walking (or lounging) seemed the only proper thing to do. This was followed by desert and the whole meal was accompanied by ample quantities of excellent wine.

Reluctantly we retired that night.

Monday morning was spent packing and cleaning. Some of the party went for a ride on the chair lift, which was not designed for a bear of my size, so we opted just to start the journey home, going by the sealed road this time, not nearly as challenging, but still with some lovely views as we drove down the mountain, somewhat reluctant to see this great weekend finish.



Mark and Sue McKibbin at the Blue Duck Hotel, Anglers Rest.

# AOMC British and European Motorshow

Flemington Racecourse, Sunday 7th of April 2002

This was the first time we had been to this event, so we weren't sure just what to expect. We arrived about 9ish at the Flemington Racecourse carpark. The area set aside for Citroëns looked very bare and empty. We were glad to see Ted Cross arrive five minutes later in Helen's 2CV.

We wandered about looking at some of the other exhibits. Some individuals and clubs had gone to extraordinary length to create an impressive display. The guy with a black mid fifties Wolsley fitted out as an English police car while wearing a matching police uniform comes to mind. As does the BMW club who used the event as a forum for their concours and seemed to take up about one quarter of the total area. There were some truly impressive cars on display. The only Facel Vega I have ever seen in the flesh was sitting



edged into a corner of the Citroën display. Before long they had taken over the area between the Citroëns and the busses. The sun came out to produce a glorious day. At eleven am the crowds flooded in. There were people and cars everywhere. The weather was glorious, Melbourne's autumn at its best. We felt compelled to enjoy an icecream as we wandered through the rows of vehicles. Anyone who enjoys historic, exotic and unusual vehicles should keep this event in mind for next year.

there in all its glory.

Display cars were still rolling in so we thought we would make our way back to the Citroën display to see if there were any other Citroënists had arrived. Another 2CV, several Ds, the SM and one Traction. Over coffee and a snack we caught up on the latest gossip. Iain Mather's D special didn't make it. The car spent the day at Citro Motors, and Iain arrived in Steve's Volvo.

The venue soon filled to its capacity of one thousand vehicles. Left with on area of their own, Saab



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Reminder ...

# Beechworth Long-weekend

## June 7-10

Our Annual (not to be missed) Long weekend in June is nearly upon us.

However, the cut-off for bookings has nearly arrived. Please remember that we must forward book for this event. If you are planning to come, you need to let us know now. Our cut-off date is....17 May.....so please act now. We already have 31 acceptances but more are needed to make this event a success.

Contact Ted or Helen Cross on 03 9819 2208 for more details.

### Brief Itinerary

Friday: Arrive at your leisure. A light supper is provided

Saturday: Morning, enjoy a cavalcade of cars in town centre. Afternoon, drive to a street market in Rutherglen. Evening, dine at the Hibernian Hotel.

Sunday: Morning, a historic walk. Lunch at the Bakery. Afternoon, observation run. Formal Dinner.

Monday: It's a cooked breakfast and farewell.

Rally Fee is \$90 per head and includes: Friday supper, Saturday dinner, Sunday lunch, Sunday formal dinner and Monday breakfast.

\*\* Stop Press: as a special favour the cutoff has been extended to **27 May** so you still have time if you act NOW \*\*

# Papa and Citroën were

This is the second installment of the article from *The Daily Telegraph* (19 January 2002), supplied by Club member John Bell.



In the meanwhile, the outbreak of the Second World War had intervened. In May 1940, at the height of the phoney war, Bernard was called up for compulsory military service and had begun training as a pilot at the Armée de l'Air flying school located at Versailles. When the invading German army arrived unexpectedly in Paris the following month, his unit was transferred to Royan and then on to Toulouse.

In August 1940, following the fall of France and the signing of an armistice with Germany, the country was divided into two separate zones, occupied and unoccupied, the northern part falling under German military control and the southern being administered by a collaborationist French government led by Marshal Petain, based at Vichy. Like most other French servicemen, Lieutenant Citroën was immediately demobilized.

German military authorities and the civilian Vichy regime both began to impose a systematic campaign of persecution upon the country's extensive Jewish population. Although the Citroën family were no longer practicing members of the Jewish faith, they were subjected to racist persecution. Before long many of their closest friends and relations began to disappear, rounded up by the Gestapo and dispatched on the journey that led inevitably to a concentration camp.

Observing the realities of Hitler's New European Order, in December 1942, now aged 25, Bernard decided to escape from France and join the Free French Forces in England under the command of General de Gaulle. After crossing the Pyrenees on foot in the height of winter, he reached Barcelona the following April, where he made contact with the British consulate and enlisted in the Free French Air Force. Dispatched along the celebrated clandestine escape route that led across Spain and Portugal, he reached Lisbon 20 weeks later (after encountering many adventures, including a short stay in prison) and was immediately flown to England on board a Dakota aircraft, arriving in London early in June 1943. "A few days later, a similar ferry plane was shot down by the Germans over the Bay of Biscay," Bernard recalled. "All the crew and passengers perished, including the British actor Leslie Howard."

Nine months later, after passing through elementary flying school at Wolverhampton and an advanced pilots' course at RAF Cranwell, Bernard gained his wings as a Flying Officer in the RAF and was given temporary British citizenship. Following further training he joined No 342 Squadron (staffed entirely by French air crews and known as the Lorraine Squadron) which was equipped with twin-engined Douglas A-20 Boston tactical bombers, based at Hartford Bridge near Camberley. As part of the Second Allied Tactical Air Force, throughout July and August 1944 Bernard's squadron supported the ground forces engaged in the liberation of France, following the Allied D-Day Normandy landings. Between June 1944 and May 1945 he flew more than 75 missions over France and Germany, service for which he was awarded the Croix de Guerre with five bars and, ultimately, the distinction of Commander of the Legion d'Honneur, military class.

After the war, Bernard lived and worked in Spain for 10 years, until in 1958 he returned to Paris and rejoined the petrol-chemical industry, taking up employment with Hydrocarbures des Pyrenees, a subsidiary of the French Elf-Aquitaine/Total oil conglomerate, engaged in mineralogical exploration.

He retired in 1982 and, since then, has found time for his favourite relaxations, writing poetry and watching tennis. For his achievements as a poet he had earlier been elected, in 1979, a member of the distinguished French literary society, the Academie du Var. In 1996 he published his controversial autobiography, *La Conjuración de Javel*, in which he expounded his theory that his father's financial downfall and the acquisition of his firm by the Michelin

# the Same Thing - Part 2

company had not been entirely an unavoidable commercial accident.

A man of catholic tastes (and nowadays of Catholic religion) Bernard Citroën has memories of owning and driving many different types of vehicle. During his time in Spain in the 1950s, he owned one of his father's greatest creations, a classic black 11CV Traction Avant saloon. "But there was never any question of receiving one as a present from the new owners of the Double Chevron firm," he reflected ruefully. "I had to pay for this car myself, out of my own pocket, just like any other motorist."

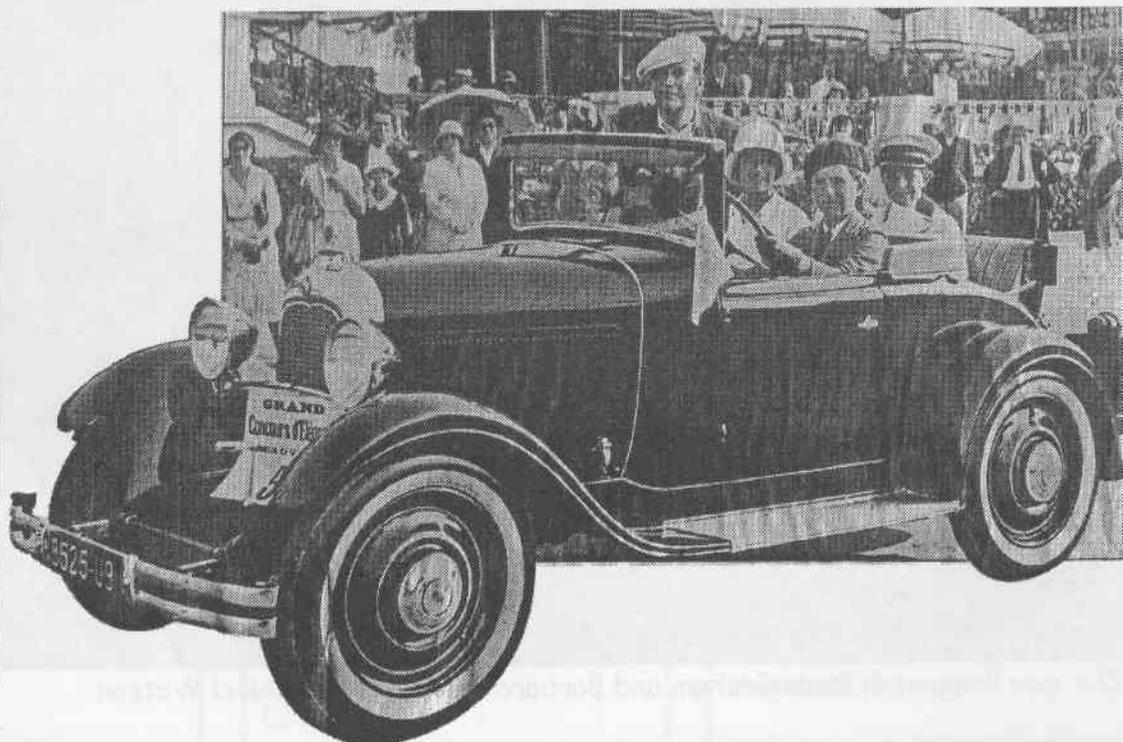
Driving this car always brought back memories of the days when, as a boy in 1934, he frequently accompanied his father and his engineers on test drives in prototype Traction Avants. On one occasion he made a fast trip from Paris to Deauville and back in the magnificent 3,822cc V8 22CV version of the Traction Avant, exhibited at the 1934 Paris Motor Show, but never put into series production. At the wheel was Denis Kendall, a young Anglo-American Citroën engineer. "Later, Kendall went back to England and was eventually elected Member of Parliament for Grantham from 1942 to 1950. After the war he became a minor figure in the British motor industry, when he attempted to build Britain's first People's Car. I met him again in Grantham in 1944," said Bernard.

However, it seems that neither of the two great post-war creations of the Citroën firm, the 2CV and the DS19, was favoured by his custom, perhaps because they were too closely identified in his mind with the firm's new Michelin management. "Eventually, when the Traction Avant went out of production, I switched to Fiats and Peugots, even Dafs. In fact, I was one of the very first motorists in France to own one of these little Dutch cars. It had a continuously variable transmission, similar in principle to the system that my father planned to introduce on the traction Avant in 1934," he recalled.

But four years ago, at he age of 80, Bernard gave up driving. Appropriately, his last car was a Citroën BX. "During my motoring lifetime, a period spanning more than 50 years, I saw my father's vision of inexpensive motorized mobility reach its conclusion," he reflected. "Unfortunately, instead of developing into the ideal state of unfettered freedom of travel for the masses, as he had hoped, it has proved so popular and successful that the result has been the all too familiar chaos of universal overcrowding and congestion on the roads. But he foresaw that situation also. Had he lived longer, he would surely have been among the first to come up with the answers!"

**Opposite:  
Bernard Citroën  
in Paris, June  
2000**

**Right: Deauville,  
1930 – Bernard  
at the wheel of a  
Citroën 4, with  
brother, sister  
and Maurice  
Chevalier**



## Falls Creek from Another View

Paul Watson was one of several Peugeot club members who joined in this year. This is his perspective of the weekend.

Only two Pugs made the trip to Falls Creek with the Classic Citroën Owners Club of Australia, Graham and Barbara Lewis in the "Big" 203 and Nola and I in the "Light" 403. Dave Hall had planned to come, but had car trouble. There were half a dozen Citroëns, mainly Traction models, with one DS, a BX and a Renault Caravelle.

The tour left from Fountain Gate on the Saturday morning, and made slow progress to Bairnsdale in the holiday traffic. After lunch at the Bairnsdale Citroën service centre (where Graham was able to use the hoist and replaced a bolt on the exhaust), we headed for the mountains, through the beautiful scenery of the Tambo River Valley to Omeo.

After a short break, we set off again, up a magnificently twisty mountain road to Anglers Rest. I was travelling in front of Graham and the standard 403 was struggling to keep the 504-powered 203 out of the boot. After a drink at the cute Blue Duck Hotel at Anglers Rest, we pushed on, across about 40 kilometres of the dustiest, most pot-holed road I have ever seen. The conditions were not helped by the rays of late-afternoon sunlight coming through the

trees. We had several stops, as one of the Tractions had fan-belt problems.

It was a bit of a nightmare and we were very glad to get to Falls Creek, which was quite busy because of a music festival.

We stayed in two brilliant chalets (designed by Classic Citroën enthusiast Peter Sandow), which had every convenience and were more comfortable than most homes I have seen.

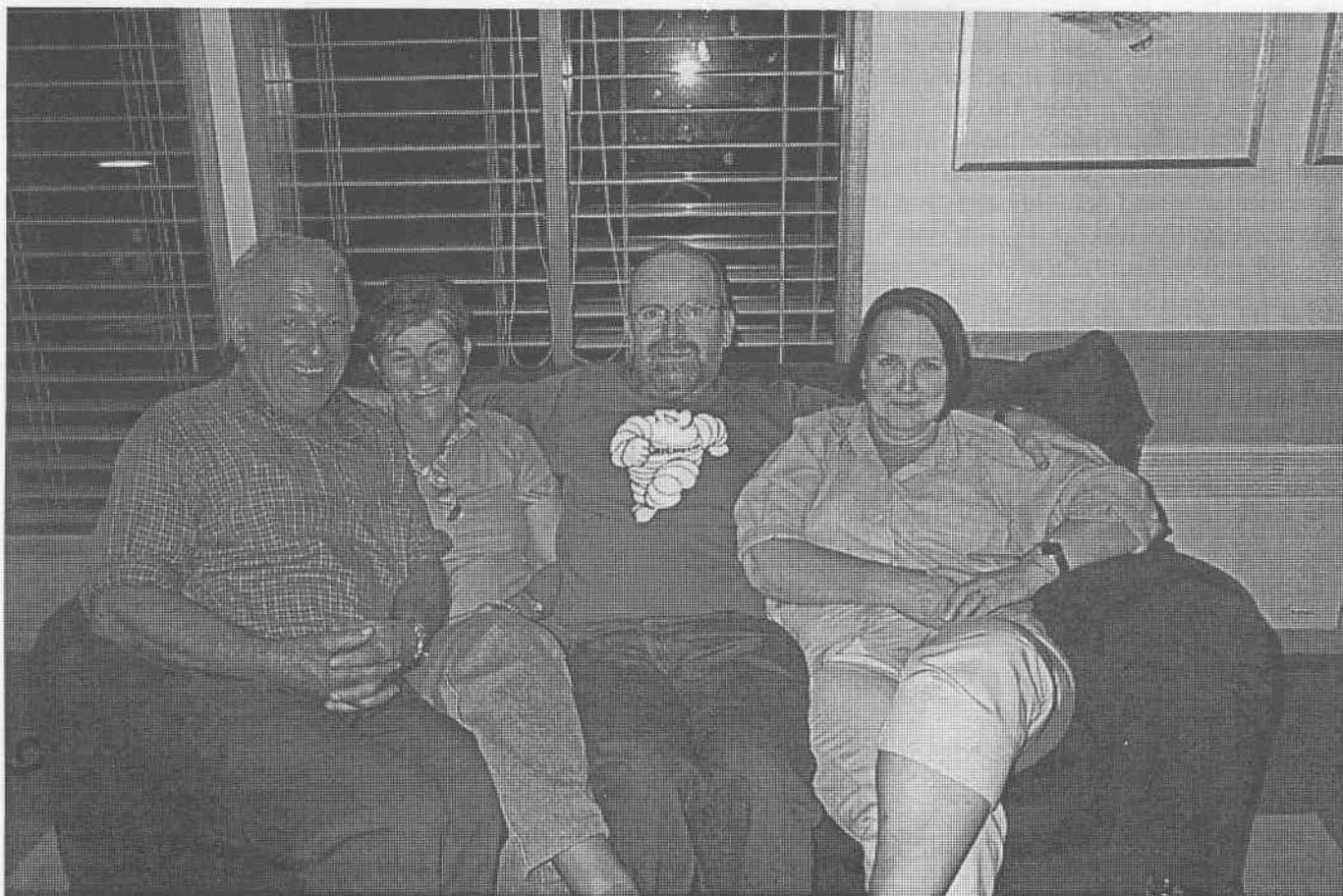
We had a wonderful all-in dinner with plenty to eat, drink and talk about.

I had to get back for work on Monday, but the others stayed Sunday night as well.

The Citroën people proved friendly and welcoming, and not at all precious about their cars. Their organisation is minimal by our standards, but things seem to happen anyway. They are planning a similar trip next year (but not to Falls Creek) and I recommend it to anyone who likes good company and good cars.

Pictures of the event should be available on the CCOCA website, [www.citroenclassic.org.au](http://www.citroenclassic.org.au)

Paul Watson



Our new Peugeot friends Graham and Barbara Lewis, Paul and Noel Watson

## Straight off the Newsagent's Shelf

An occasional guide to Classic Citroën articles in recent magazines that have caught my interest.

### Buying Guide - Citroën DS

Some British magazines are prone stereotype French cars. Peugeots are robust rural workhorses. Renaults are well, almost invisible and Citroëns are dangerously quirky. However the author of this article has been reasonably fair in his assesment of the DS. After all, it's only sensible to advise (British) buyers to inspect the bodywork of potential purchases very thoroughly. Rust prone areas are discussed in detail.

The mechanicals are described as robust, 'the DS engine is as tough as a French riot cop', though not without problems. He warns that clutches can take 12 hours for professionals to repair. (Is this true?) Also, that replacing brake discs and handbrake pads is 'very involved'. Curiously, not a great deal of attention is devoted to the hydraulics. 'Press down on the bumper... and it should feel much the same as getting into a boat...'

For a DS novice such as myself, there is a valuable amount of technical information and discussion of the differences between the various models. The article concludes that bad Ds' are minefields with rust and potentially problematic hydraulics', while a good D, 'has few rivals, contemporary or otherwise'. Reasonable sentiments indeed.

This article appeared in Thoroughbred and Classic, March 2002

### 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 \$30,000 neg

Restoration Projects:	1 x D 5 speed
2 x Big 15s big boot	1 x 11BL Small boot <b>SOLD</b>
1 x Big 6 small boot	1 x L15 Small boot
2 x D Special	1 x ID twin headlight
2 x DS23 Auto (1 x carb, 1 x inj)	

#### 11BL 1950

Part Dismantled but complete  
 Much work done towards restoration  
 Engine, gearbox, front end, brakes and steering reconditioned. Engine No. AF156467  
 \$4,000 Neg.

**WRECKING:** Parts available new or second hand models 1934 to present.

## 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 Begehle  
 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



**For Sale 1979 Citroen 2CV Club**  
 Features; Strong UK built 100x50 box section chassis, Disc Brakes, Reconditioned AM2 engine, New Lights, front wings, wheel bearings, kingpins, starter & battery. Reclining front seats Resprayed in original French Blue. Reg no 7JP 045  
**Asking Price \$13,950**  
**Contact Les Farrar**  
**Home: (08)9430 5274**  
**Mob: 0409 112 987**  
**See Photo Left**

**For Sale 1974 DS23 Auto**  
 Tassy reg. No. E 49731  
 Very good car Phone for details  
**\$15,000** Glenn AH 03 6393 1167

**For Sale**  
**2CV Charleston 2CV 1984**  
 Excellent Condition  
 Burgundy and Black  
 12 months Reg, RWC  
 Reg no QDD 807  
 Contact Graham Barton  
**\$11,900**  
**Home: (03) 5989 6027 (ah)**  
**Mob: 0418 100 992**

**For Sale**  
**1975 D Special**  
 Very tidy car with Air Conditioning  
 reg no FLX-915  
**\$8,500**  
 phone Amelia 03 9415 6961

**For Sale 2CV Charleston**  
 rego No. OTQ-625 2 Tone Grey.  
 Reliable, fully serviced,  
 RWC & in excellent condition.  
 Regretful sale due to growing family  
**\$13,000**  
 Ph. 9826 4605

**For Sale**  
**Light 15 1948, Grey**  
 Driving lights  
 All original papers & documents including glovebox manuals and operating manuals.  
 It runs but needs restoration.  
 Chassis no 129 922  
 Contact Graham Barton **\$4,200**  
**Home: (03) 5989 6027 (ah)**  
**Mob: 0418 100 992**  
 Refer to photo right  
 Original Registration MA 860 available at extra cost



**For Sale BX19GT**  
 Green Metallic duco. 195,550km  
 A/Con regassed, very good, tidy car Fully serviced with good history. Reg. no QUA-381  
**RWC \$5,500.00**

**BX 16 valve**  
 White duco. 331,109km. Fully optioned, exceptionally clean & tidy. Reg. no DZH-058  
**RWC \$9,500.00**  
 Coming soon; BX TZI Auto  
 phone Mel on 0414 820 631

**For Sale**  
**D Special 1970**  
 manual - bordeaux with white roof - very good condition, body and mechanics. Selling due to purchase of later model.  
 At present in Tasmania.  
 Rego no DS 6710  
 Photo available on request  
**Price \$5850**  
**Tel: 03 63811404.**

**For Sale**  
**1953 Light 15 (Slough Built)**  
 Has been completely restored (8 years ago). The car has won (inter-state) best show and outright concours winner on numerous occasions. It has black paintwork with maroon leather seats and carpet. As to be expected the car is in all round excellent condition and drives very well. It has been on NSW reg for some years. Rego no. 002.  
 Expressions of realistic interest are invited. For more information, contact Larry on 0403 136 410 or e-mail [larryo@bigpond.com](mailto:larryo@bigpond.com)

# 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.



**CITROEN XM , 2000cc**  
1991, Reg No ADU 83W  
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**

2nd

## 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  
Rego no. 5020 QT 85  
I would like **\$12,500**  
Delivery to Melbourne not a problem.  
(Contact Mel Carey for further details on 9419 4537

2nd

## For Sale 63 AMI 6 Sedan LHD

Registration No AMI 6  
Genuine 64 000km  
Asking **\$10 000**  
Contact: Carl Perrin  
**Ph/Fax: (08) 9386 3268**  
**Mob: 0412 472 527**  
**email: kaycarl@inet.net.au**

2nd

## For Sale

### 1953 Citroen 2CV

Car No 73 Slough built, UK Complete, in need of restoration. For the serious Citroen enthusiast only. This is a unique early corrugated car.

Chassis no 8530072  
**\$2,500 Ph Jason 0407 774 664**

### 1964 Citroen ID19

I have owned and used this car for the last 10 years. Mechanically reliable and excellent. Great original interior. In need of paint. Reg no DAS 575

**\$3,500 Ph Jason 0407 774 664**

### 1967 Citroen ID19 B

I have owned this car for 5 years and known it for 10. This car has the green fluid hydraulics (D Special) and power steering, with the early single headlamp front wings. It is very straight but in need of a respray and some upholstery restoration.

Eng no 327 023 107  
**\$2,200 Ph Jason 0407 774 664<sup>1st</sup>**

## 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

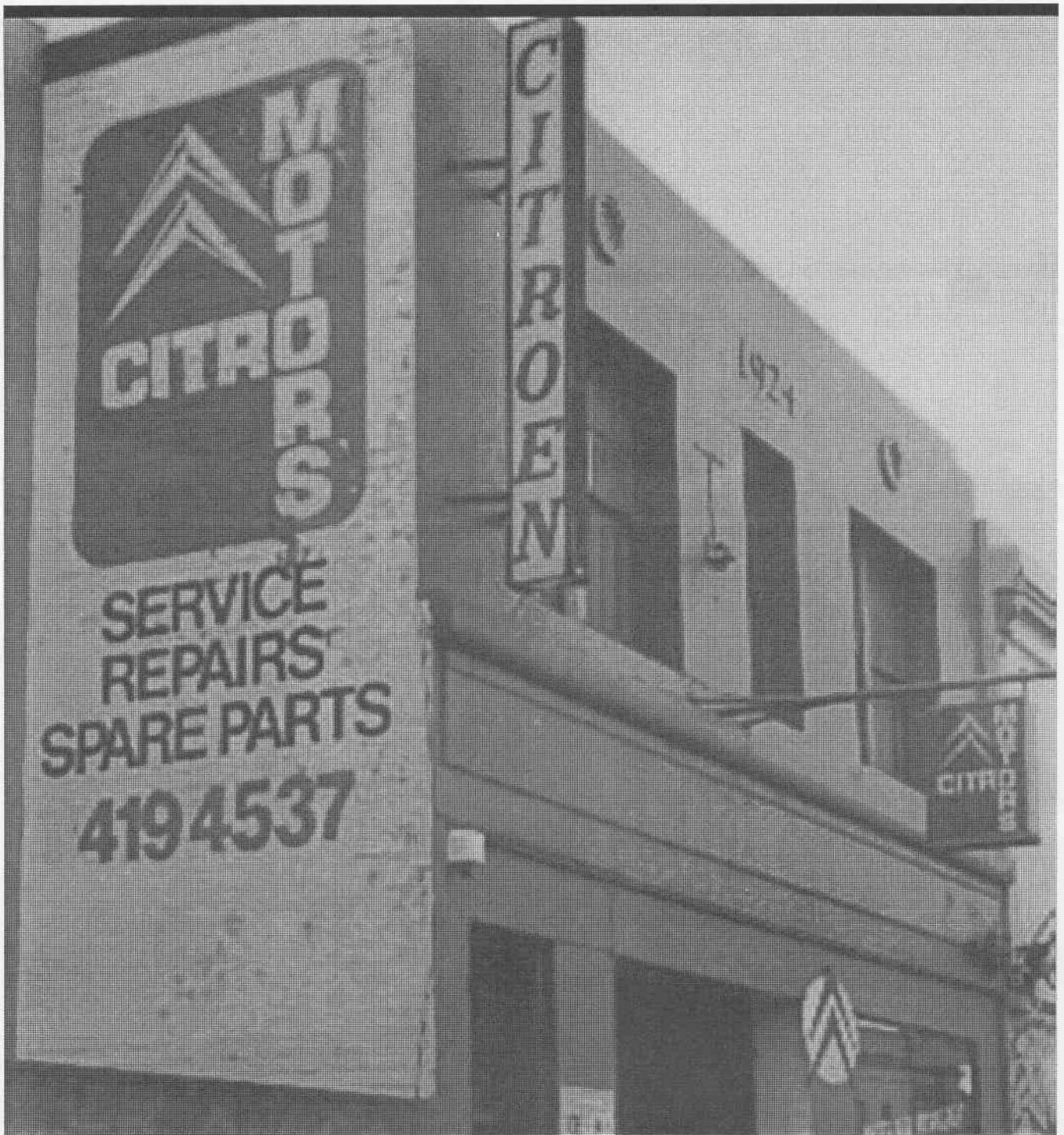
Plus many other parts

**Contact Gabriel (02) 95231364**

2nd

## 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, silentbloccs 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  
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