

# FRONT DRIVE

Oct/Nov 2002  
Vol 26 No 4

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Walhalla, Greenvale Day Run, A-tractions, spare parts news, film & book reviews and more classifieds than you could poke a stick at!



**Don't Forget the Pre-concours dinner and Concours  
November 23 & 24**

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# FRONT



Rob Little ready to depart for Walhalla. Read about a great club trip on page twelve.

**Front Cover Illustration:**

I imagine this one speaks for itself. On Sunday morning at Walhalla someone suggested a group photo was in order before anyone started to wander off. The most suitable (and convenient) backdrop was this rotunda.

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# DRIVE

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Mark, Sue and Lexie, proud new owners of this American SM

### CCOCA Membership

Annual membership is \$35  
For overseas membership add \$12

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**

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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

## Don't Forget!

The Pre-concours dinner at the Golden Terrace is coming up very soon. If you have not booked in yet, ring Helen Cross on 9819 2208. There may still be vacancies. We would love to see you there.

## CCOCA /CCCV CONCOURS

A big day is planned so be prepared to have a great time.

Show off your Citroën and help Ted Cross celebrate his birthday. Guess how many candles are on his cake. The first correct entry wins. On a more serious note, we desperately need some volunteers to help out on the day. Marshals, judges and sponsors are in big demand.

## Members Address List

Along with their magazines, Club members will have received a copy of the updated CCOCA Membership List. As always, this list is intended solely for the use of CCOCA members. The information on it is to be treated as confidential and not passed on to any other person or organisation. And of course advise the club secretary if details change.

One of the best things we find about this club is the sheer variety of outings that get organised. Over recent years there have been events ranging from brain-stretching observation runs to total relaxation over breakfast or dinner; from somewhat luxury (?) events such as hot-air ballooning to cheap-but-fun barbecues; from faraway destinations like Qld, Tas, Hall's Gap to events in Melbourne's suburbs & outskirts. (Well, that comparison only holds true for Melbourne people, although I understand some interstate & country members organise events among local classic-car-minded people.)

The other good thing about the club is that everyone is friendly and welcoming. We have met a lot of people in the couple of years we have been involved with the club, and as well as the welcome we have always received, it seems that any newcomers or visitors (regardless of which particular model of Citroën or even which marque their interest lies) never seem to be left standing alone and forgotten. Maybe that is why, after the usual loss of members that always accompanies a subscription deadline, we have managed to regain several members who we thought had given up their membership, and also got several new members - with a net result that we now have more members than at this time last year. We must be doing something right!

As with any club our assets are not only our bank balance or the spare parts we parts we have accumulated. They are easy to count and put a dollar value against. But they are not the things that really matter. Our true assets are our people and the relationships they form. These are the bonds that hold the club together and attract new members.

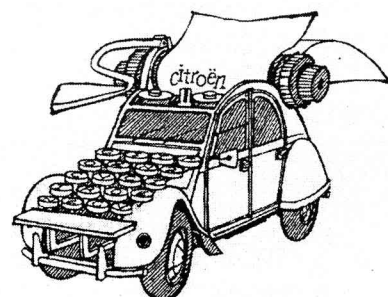
This issue of Front Drive was published a week earlier than planned to give more notice of the concours and dinner. We hope you are able to get there.

The deadline for the next edition of Front Drive is January the 1st 2003.

Regards,  
Andrea Fisher &  
Ian Sperling

Thanks you to our contributors in this edition:

Mark McKibbin  
Rob Little



Logo courtesy of 2CV Suisse Romande Dec 94



# Gippsland Gas

Hello all,

It's November already, and that means Christmas just around the corner and there is a lot to do, so whatever you do pencil in all the great events we have organised for you. The pre-Concours dinner at Golden Terrace promises great food and company and of course what every Citroen event needs, a Belly Dancer. This year the Concours will be run by CCCV so the heat is off us, but we will still need some judges, marshals and sponsors to help them out. Also Helen Cross tells me it's

Ted's birthday on that day so come along and wish him happy birthday. Also check out the coming events for the Christmas do at Ian and Andrea's.

Lastly I would like to thank Andrew & Frances for organizing the observation run to Greendale Dam. The winners were Ted & Helen in Helen's lovely 2CV Dolly. I suppose being able to look out the roof must be an advantage in an observation run!

As some of you know I have a SM on the way from

the U.S. unfortunately it seems to be holidaying in Singapore for an undetermined time, basking in the tropical sun waiting for the next boat south. Its now been two and a half months since I dropped it off at New Jersey. I'm just hoping the battery has enough in it for just a couple more starts. I'm trying not to think about it being loaded with a fork lift but it's an image that's hard to budge.

Keep the LHM Flowing

Mark

## **Rob Little is now the Spare Parts and Tools Officer**

**Contact him on 03 5823 1397  
spareparts@citroenclassic.org.au  
(But please do it at a reasonable hour)**

## *Club Shop*

## *GRAND CLEARANCE SALE*

*at the*

## *CONCOURS.*

*\*\* LOTS OF BARGAINS \*\**

*Contact*

*Andrew & Frances McDougall*

## **Udate on CIT-IN 2003 Maleny, Queensland**

For all the latest information on CIT-IN 2003, check out their web site:

<http://www.doublechevrans.aunz.com/Home.htm>.

If you are thinking of going there, be warned the choicest accomodation is filling quickly. So, book soon.

## **2CV Raid 2004**

Raid 2004 is likely to be the most user friendly Aussie Raid yet. With more rest days and less unsealed roads than in the past, it should be easier on the cars and the crews. For all the details, their web site is:

<http://www.doublechevrans.aunz.com/Raid2004/>

# A - TRACTIONS

- Nov 23, Sat 7.30pm** **Pre-concours Dinner**, Golden Terrace Turkish Restaurant. Low cost authentic, tasty food. Ring Helen Cross to book in on 9819 2208
- Nov 24 Sunday** **CCOCA CCCV Concours** Mont De Lancey, Wellington Rd, Wandin.
- Nov 27, Wed 8pm** **Monthly meeting** Last meeting for the year. Special supper/drinks
- Dec 18, Wednesday** **Christmas Kris Kringle and drinks.** This year at the editor's abode, 70 Heatherdale Rd Mitcham. Bring a \$10 pressie and your drinks. If you are good, Santa may visit. More details below.
- Jan 22, 2003 Wed 6.30pm** **BBQ and Boules on the Yarra** Our annual New-Year get together in place of a January Meeting. Note\*\*\*\* 6-30pm start
- Jan 26, 2003** **RACV Historic Vehicle Display.** At the Kings Domain, Melbourne. To enter your vehicle costs \$15. Ring Kevin Churchill on 0412 802 177. Entries close November 30. Or, just come along on the day and enjoy the display. We wouldn't miss it.
- Feb 16, 2003** **"A Pleasant Sunday morning"** breakfast and Garage Crawl to two local members' garages. Visit Andrew McDougall & Peter Boyle. More details later.
- 23 Feb 2003** **All French Day - rescheduled from Nov 2002.** Organised by RCCV, combined event for the Citroen, Renault and Peugeot car clubs. Location - Essendon Airport. More details later.
- April 6 2003** **AOMC British and European Day** Flemington Members' car park
- June 4 2003** **D series run** (other models welcome to attend) to Puckapunyal Museum, and a winery. Enquiries to Ted Cross.

## CCOCA Christmas Party and Sausage Sizzle Wednesday December 18th

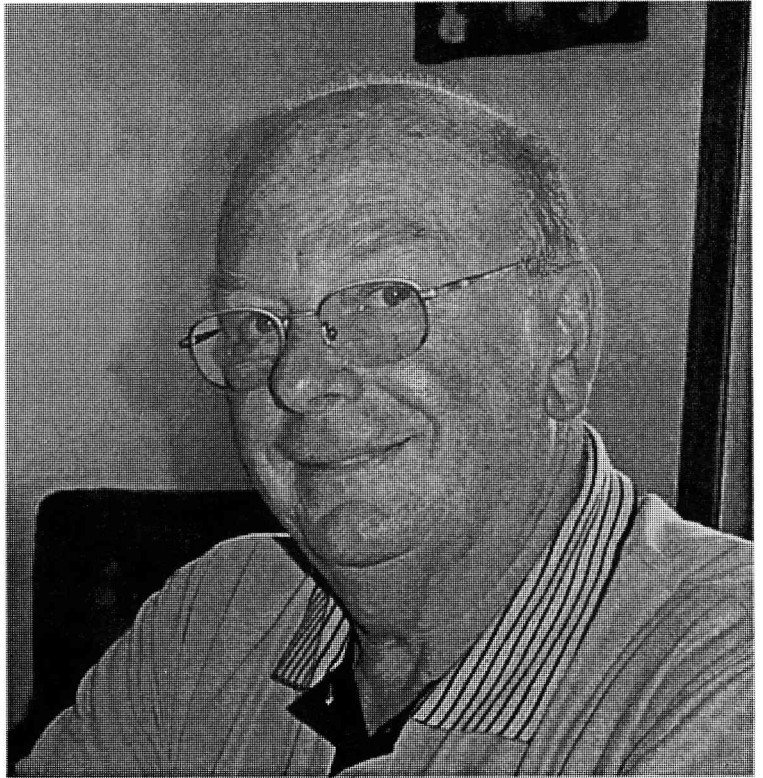
- Sausages (plain and gourmet), bread & salad provided. BYO drinks and any other meat if you want. A chair or two would be helpful.
- Later in the evening there will be a Kris Kringle. Please bring along a gift, maximum value of \$10 appropriate for your gender. Don't forget to indicate the gender on the wrapping.
- Arrive 6.30 onwards.
- Sausage Sizzle from 7pm.
- Andrea & Ian's house
- 70 Heatherdale Road Mitcham Melways 49 D11 Oposite the Healey Factory.
- If you intend to come along, please let us know by December 10th on 9874-1960 for catering purposes.

# Introducing Rob Little

## CCOCA's Spare Parts Officer

I still don't know if it was too much red wine at Walhalla or just a weak moment when I was asked to take over Mel's role as spare parts officer, but after some consideration and assurances that Mel's business interests had grown to the stage that it was no longer practical for him to continue his role, I decided to take the job on. There are many members who already know me but there are a lot who do not, so I thought that a short profile as an introduction may be appropriate.

I live in Shepparton, Victoria with my wife Libby and am currently occupied running school buses which we have owned since 1978. This is after a lifetime in the motor industry starting with an apprenticeship at a local Holden dealer in 1957 through to 33 years at Ardmona Foods managing and maintaining their materials handling, truck, sales and executive car fleet. In my period there I was also managing other areas including the purchase and control of the fleet's spare parts,



so it is not without experience that I am undertaking this venture for the club. I have had an interest in all British and European cars, especially Citroëns from my early days in the garages but it was not until 1993 that I acquired the first of our cars which was a D Special, this car made it's first appearance after restoration at the Mudgee Cit-in in 1994, where it took the prize in the D section. Since then the collection has grown to include a Light 15, Big 15, DS23 and a GS. I do not profess to be an expert on all things Citroën but I have enjoyed learning the various characteristics of the different models.

There has been considerable effort in building up the stock level that the club currently holds and thanks should be given to Mel and Colleen for their efforts in maintaining the service to members over the past. I sincerely hope that this level can at least be equalled by my efforts and if possible improved upon. I do not have all of the answers to the procuring and importation of parts and if there is someone out there who can offer advice I am more than willing to listen to them.

It is my intention to publish a list of parts in stock with prices so members can have a guide before ordering but it must be remembered that all pricing will fluctuate with Australian dollar values, freight and import costs so the published price will be a guide only.

That's it for now. I can be contacted on any of the mediums published in the journal and am looking forward to assisting you all in any way possible.

### CH PLATES

When sending the Vicroads form to a club officer for ratification, please do the right thing and enclose a Stamped Addressed Envelope.



# Greenvale Dam

## Day

## Run

Perhaps this outing embodied all the ingredients required for the ideal club event: a choice of leisurely breakfasts, a bbq lunch with the odd red, a club run in between, and topped off by a game of boules.

I am sure all would agree that Andrew & Frances McDougall did a magnificent job of organising this event.

The weather in Melbourne, temperamental at the best of times, was really not at all bad for October. No rain, not too windy and not too cold. There was even sunshine at times. Pretty good all round.

The venue – not one, but two great venues. For breakfast you had your choice of the old-world charm of the Studley Park Boathouse Café, or the bush bbq breakfast under the picnic shelter. Breakfast at the cafe was a serious meal. The food was good and there was plenty of coffee. Unfortunately, the waiting staff didn't exude the same charm as the boathouse.

And then for lunch, we had a bbq amongst the lovely



And the winner is...

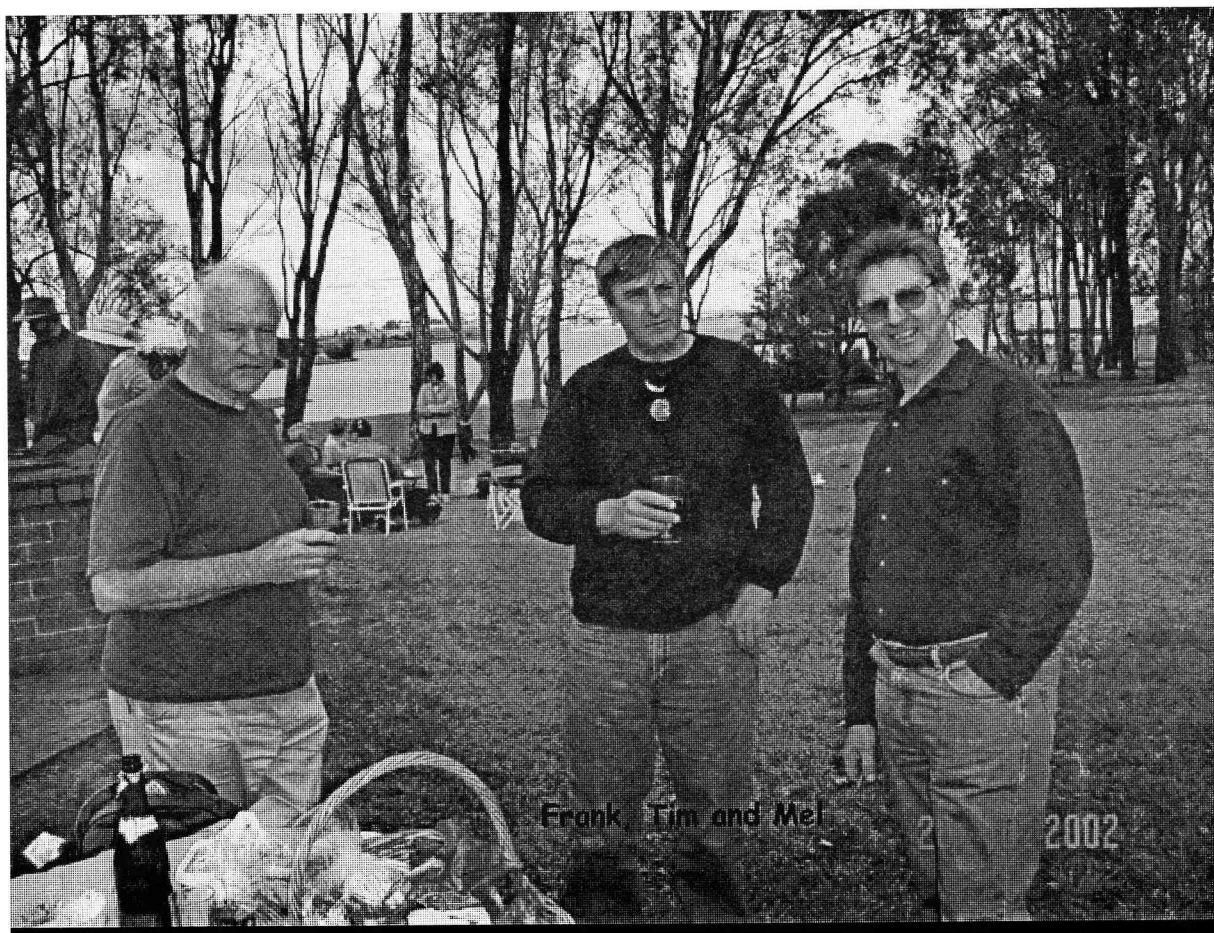
scenery at Greenvale Reservoir. Lots of open space to spread out and have a great lunch. Using two venues had its advantages, Ian & Cathy McDermott, Kay & Rob Belcourt, Steve Bartlett & Iain Mather (and others I'm sure we have missed) joined us for

breakfast before heading off for other commitments. At Greenvale Reservoir, waiting for us to finish the observation run were Bernie & Clare Hadaway who joined us for a bbq lunch.

And in between, of course, was the observation run, and I must say they did a champion job of organising this. The directions were clear, with full street names and extra directional information where required, and even the distance in kilometres from the start (well our car has mileage, but we could work it out ok). Even the questions were easy enough. We had decided in advance not to do the questions, as previous similar events had left us rather frazzled; but when it came to it they looked temptingly achievable. So in spite of ourselves we had a go after all, and we actually managed pretty well, frazzle-wise, if not points-wise. And the run went through picturesque little townships and beautiful rolling farmland north east of Melbourne – it was a really lovely drive. As an indication of just how well organised the event was, Andrew & Frances did the whole run the day before, to



Mark Apterman enjoying his new Big 6



Frank, Tim and Mel

2002



make certain that nothing had changed – and in fact some details were different, so the precaution was justified!

Congratulations to the harmonious Ted and Helen Cross who won the observation run. Mark McKibbin, who was driving his C5 *sans* observers, had somewhat of a disadvantage when it came to clues, but he enjoyed following others around the course. Frank and Tim accompanied Bruce Dickie in his charming Blue 63 Safari. Mel and Colleen Carey completed the course in their BX. Mark Apterman also without an observer, did the course in his newly acquired Big 6. He recently bought this car from the Careys, it has a long and distinguished club history (read Mel's account of this car in the last issue of Front Drive).

And then of course since



After a BBQ there's nothing quite like a game of Boules

lots of people came (for at least part of the day) there was lots of friendly conversation and people to catch up with. There were about 20 people at the breakfast, and about 30 at lunch; not everyone came to both, but in all there seemed to be a good

turnout. We left just after lunch and sets of Boules we beginning to appear. This is typically a sign that it's going to be an enjoyable afternoon for those who stayed.

Andrea Fisher & Ian Sperling



Bruce's Safari and Bernie's Traction



# CCOCA's October Meeting

Well aware that many of you are unable to attend our monthly meetings, we thought we would devote a space to what occurred at our October meeting.

There was no single theme for this meeting. Part of the meeting was devoted to tech talk, some to entertainment devised by Ted Cross and a tiny portion to Club business.

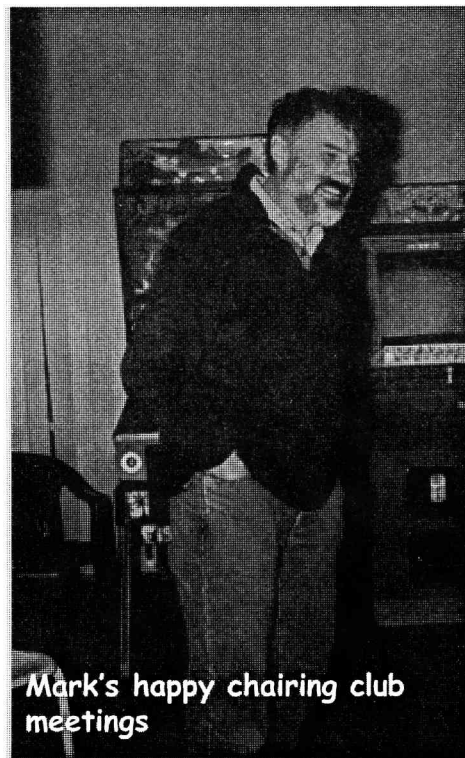
Ted Cross began the technical section with a Traction SEV fuel pump. It leaked slightly from the diaphragm before he took it apart and more when he put it back together. Ordinarily, it would be just a matter of replacing the diaphragm. But of course they aren't available for SEV pumps. Mel suggested a trade trick designed to resolve problems like this. When re-fitting the diaphragm, it should be pushed into the base of the housing, putting the diaphragm under tension and hopefully in a position where it will no longer leak.

Mel Carey took over the floor with a gearbox rebuilt for Mark McKibbin's Traction. It is a 4 speed ID gearbox modified to fit an ID engine mounted in a Traction. Mel explained in great

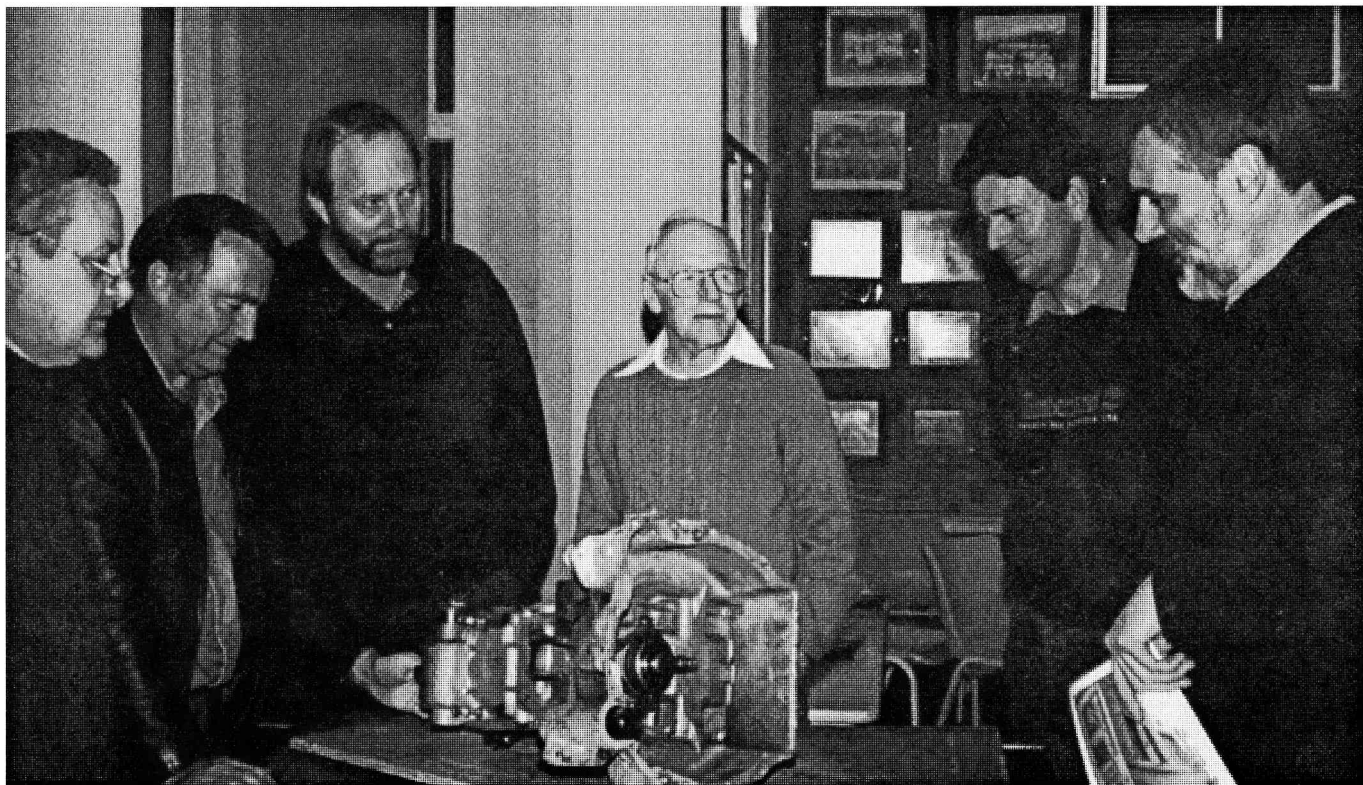
detail the changes to the gear change mechanism so that the 4 speeds would be available through the conventional Traction gear change. The clutch and drive shafts are also modified to accept a whopping 500 horse power!

For our entertainment (or perhaps his own) Ted had organised a couple of trivia quizzes. The first was geography, identifying several European countries on a map. We thought we were doing alright until it came to the second quiz. Matching popular films with their release date. What could be easier. But was Kramer Vs Kramer released in 1975 or '79 and when was Rocky released?? We didn't do so well on that one. But, it was still a lot of fun.

As ever, Robin Smith had a fine selection of the Club's library to peruse or borrow. Supper was tea, coffee and selection of cakes. Come along and enjoy next month's meeting. It's the last for this year.



Mark's happy chairing club meetings



One ID 4 speed gearbox ready for duty in the McKibbin Traction

# CCOCA's Walhalla Weekend

Having never been to Walhalla my expectations were coloured by historic photos. Sepia toned images of bushy bearded rustic fossickers and miners and a town something akin to the Klondike during the gold rush. A world of desperately hard work, undertaken by man, horse and the occasional crude machine in conditions of mud or dust. A community devoted to the extraction of gold from the ground to the exclusion of most other considerations. Fortunately, the reality is no longer like this. We enjoyed a weekend relaxing with friends and enjoying Walhalla's sights and the fresh mountain air.

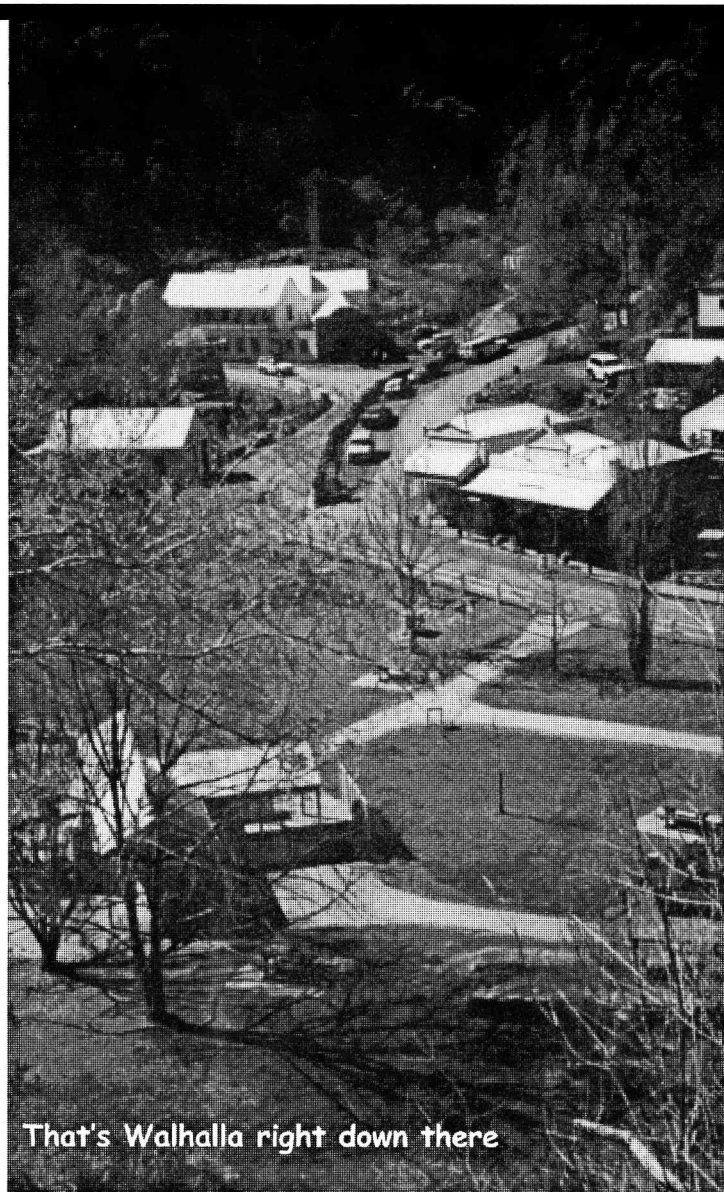
Saturday morning saw us meeting up with the rest of the

Melbournian contingent. Ted and Helen Cross in their 2CV, and John Bell and his "interloping" friend Neil in John's Light 15 were

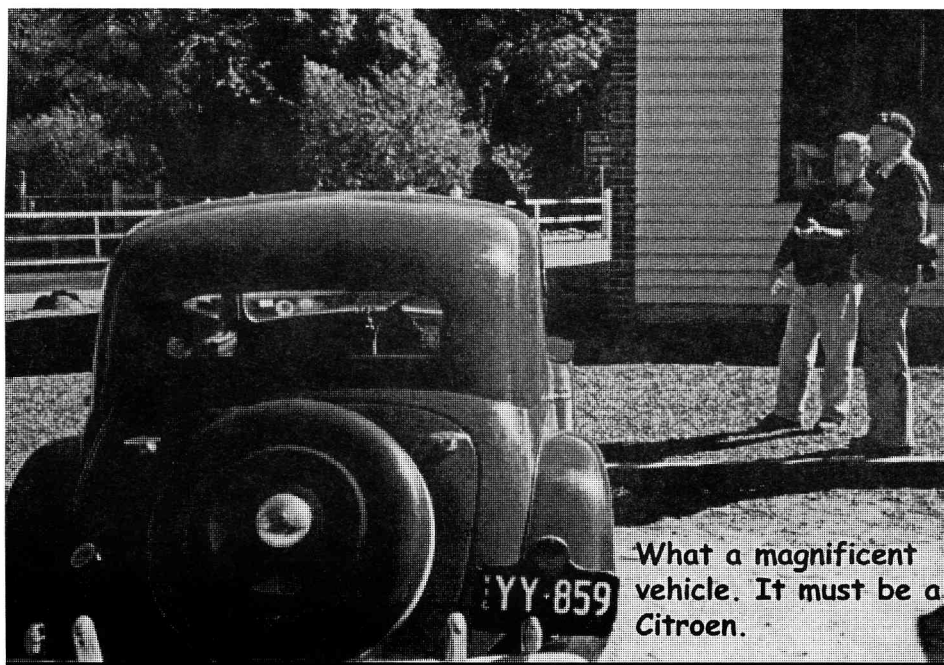
already waiting for us at the Burvale Hotel carpark in glorious sunshine. I was assured that the weather would be more alpine in nature closer to Walhalla.

A short drive saw us at the Drouin home of Mark and Sue McKibbin. Rob and Libby Little and Brian and Esther Wade had already arrived. A hearty morning tea of scones and boston bun fortified us. After the customary garage tour, it was time to hit the road. Our Citroën convoy headed down the freeway further into Gippsland.

Mark and Sue on their first club trip driving their new C5, the Littles in their near-immaculate Traction and the Wades driving their Xsara.

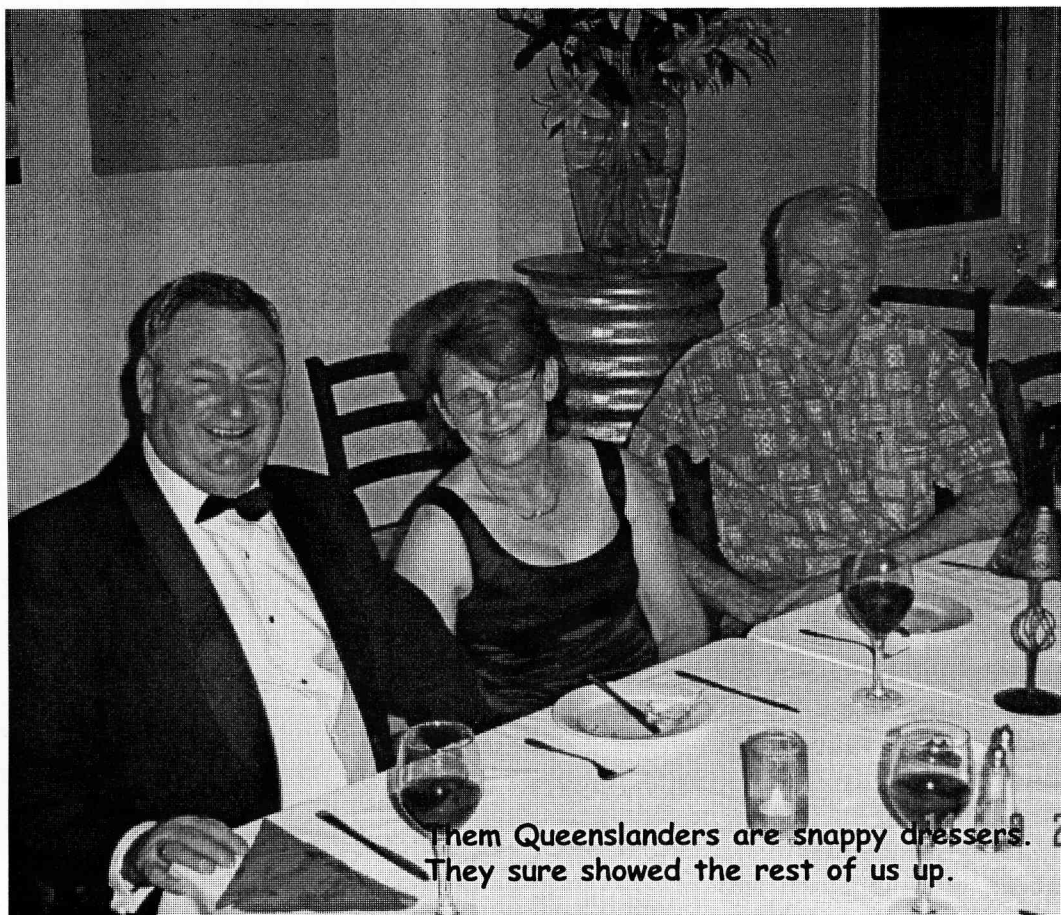


That's Walhalla right down there



What a magnificent vehicle. It must be a Citroën.





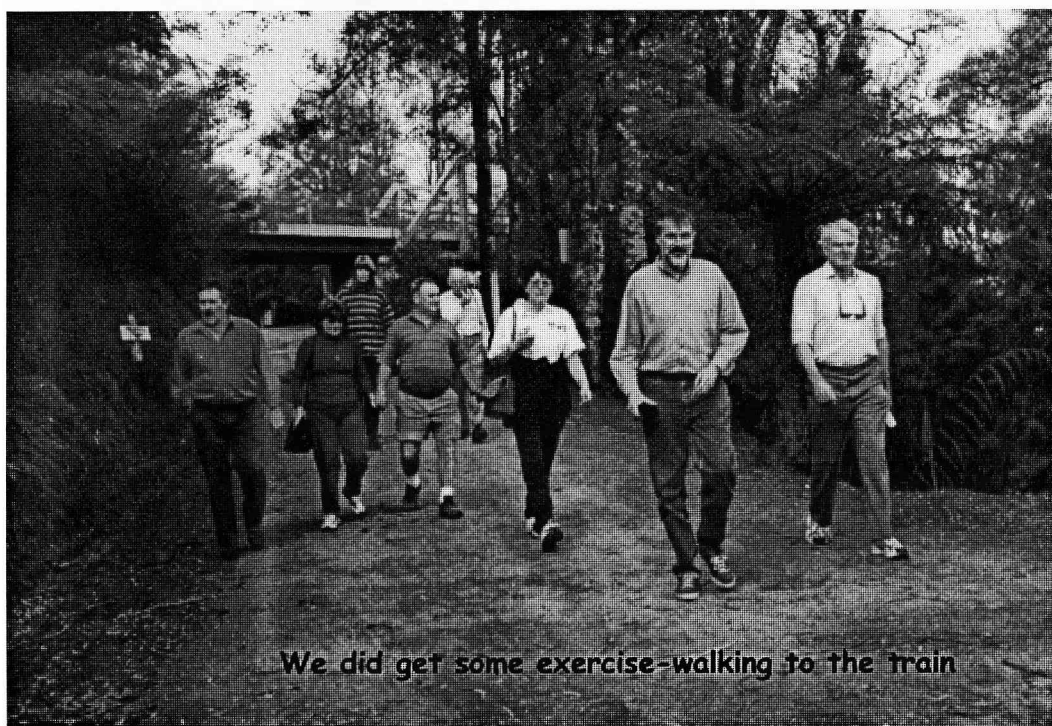
Them Queenslanders are snappy dressers. They sure showed the rest of us up.

With a convoy of two Tractions, two 2CVs and two modern Citroëns it was good thing we weren't driving in pairs. Otherwise it would feel a little too close to embarking on Noah's Ark! We turned off the freeway at Moe. From here the road

snaked up into the mountains. A short break at Parkers Corner allowed John to re-attach a radiator hose and re-fill the radiator. The road wound further up into the hills. The flat straight sections become fewer and fewer, replaced by steep twisting

bends. Near-vertical precipices fell away from the edge of the road. This was a great piece of road. As is often the case, one of the pleasures of a Club trip is the journey.

The township of Walhalla is made up of winding roads with rustic buildings pressed up against the edge of the bitumen on one side and a creek on the other. At first glance it appears more like the idyllic English village. With time however, Walhalla's past becomes more apparent. Ruins of homes, mines and various enterprises are nearly everywhere. Many are partially or completely reclaimed by nature, their former location only revealed by the tiny flat patch of



We did get some exercise-walking to the train



ground hewn into the side of the surrounding mountains. After a quick lunch, it was off for a ride on the historic Walhalla train. The train line opened in 1910, connecting Walhalla with Moe. Prior to the railway all goods and passengers had to be transported to Walhalla by horse and cart. Needless to say, the railway provided a significant improvement. However, the arrival of the train line to Walhalla was too late. The gold rush was over and the amount of gold extracted from the mines was petering out. Instead of allowing the mines and town to expand, the railway provided the facility that allowed a shrinking town to be physically removed. As the mines wound down the amount of work available reduced as did the demand for housing. Unable to sell their homes, workers were forced to



Rob and Libby Little - the Shepparton contingent.

abandon them or dismantle them and ship them out on the train. So extensive was this process that the train station itself was

eventually packed up and shipped back to Melbourne. It is now reincarnated as a Melbourne suburban station. Only a 4.5km



Riding the Walhalla train

section of the train line remains open. What it lacks in length it makes up for in interest. The narrow gauge train slowly winds itself from Thompson through Stringers Creek Gorge to Walhalla and back again. The scenery is spectacular.

The accommodation at the Star Hotel was excellent by any standards, and a true bargain for the price. It is not a pub-type hotel, there is no bar or restaurant service to the public, only to guests. The rooms were beautifully furnished, and included touches like a CD player – and downstairs was a cosy lounge room which had an extensive range of CDs (and newspapers, and books) for guests to borrow.

Waiting for us at the Hotel were new members to the club Peter and Diane Farrell. Living in the area, they decided to call in and introduce themselves. We hope

to see more of them in the future. The three-course evening meal (which was included in the price of the room) was the sort of food you would expect from an upmarket city restaurant. An evening walk afterwards quickly reminded us that we were not in the city – within a minute we were out of town, strolling down the middle of the road, with only the moon to light the way. Very peaceful.

Breakfast was a self-serve smorgasbord with fresh coffee, toast and a great range of spreads, juices, cereals, fruits and yoghurt.

Afterwards, people started to think about making their way home. Some left before lunch. Some of us stayed and enjoyed a stroll along the remains of the old tramway. Rather than public transport, this tramway was built for the sole purpose of transporting firewood to the

goldmine's voracious boilers. Only a flat smooth path cut into the side of the hills remains, perfect for a walking path.

Lunch was pies & baked potatoes from the local shop, including the company of Philip Rogers, Marie and one-year-old Adam, who arrived in time for lunch, having had other commitments the previous day. Walhalla looks like Sovereign Hill without the admission fee or the fancy dress. However, a weekend was not nearly long enough to do Walhalla justice. There were mine tours, 4WD tours, and lots of scenic walks including the almost-vertical walk to the cricket ground, and the walk to the almost-vertical cemetery. They can wait to next time. We had a great time and are sure to be back in the not too distant future.

Ian Sperling



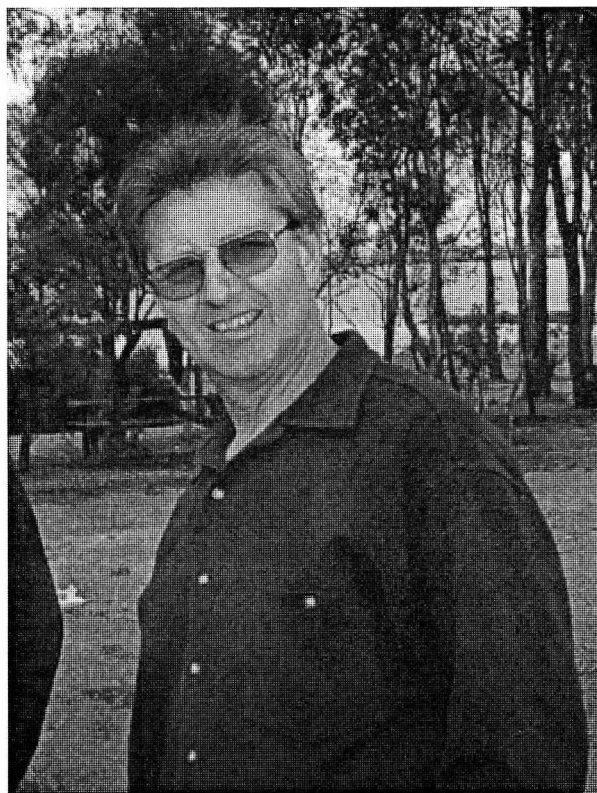


# Thanks to Mel Carey

Mel has held the vital position of Spare Parts officer for close to ten years. Assisted by Colleen, he has transformed the role from a relatively amateurish affair involving a very limited amount of parts to a professional organised concern. Spare Parts now holds a comprehensive range of parts, many of which are difficult, if not impossible to obtain elsewhere. Mel's efforts are testified by the growth in the number of Spare Parts Members and new members who have joined CCOCA to access our spare parts scheme.

Not only has Mel provided an effective service to CCOCA members requiring spares, he has also readily provided advice to many regarding Citroën spares, maintenance and repairs. It is one thing to be able to provide a spare parts to members. It is an entirely different proposition to have an intimate knowledge of Citroëns, particularly Tractions, and be able to pass that information on to members in a meaningful and friendly manner.

What makes Mel's efforts remarkable, as anyone who knows him can tell you, that Mel is extremely busy. His expanding business interests take up a considerable amount of time and effort. He has nevertheless provided prompt, friendly and knowledgeable service to the club in supplying parts promptly when requested.



Many Club members owe Mel their thanks, not only members of the spare parts scheme, but the Club as a whole. Many of you would remember when the club largely consisted of a group of ageing Tractions, many badly needing restoration. In contrast, on club outings now, there are very few cars that need sorting. Most member's cars are in fine condition. While collectively we take pride in the condition of our Club's fleet, Mel deserves much of the credit for making it happen.

## 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  
Paul Bishop  
Peter Boyle  
Ron Brookes  
Roger Brundle  
Mel Carey  
Gerry Carson  
Jack Couche  
Jeff Cox  
Doug Crossman  
John Fleming  
Jason Glenn  
John Grieve  
N.D. Harwood

John Hawke  
Peter Holland  
Geoff Hooler  
Michael Hort  
Fred Kidd  
Rob Koffijberg  
Robert Little  
David Livingstone  
Domonic Lowe  
Iain Mather  
Ian Macdermott  
Andrew McDougall  
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Derek Moore  
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Barry Rodgers  
Warren Seidel  
Peter Simmenauer  
John Smart  
Robin Smith  
Barry Teesdale  
Mark Vickery  
Brian Wade  
Hughie Wilson



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## Citroën DS: The Complete Story

### a book review

This book will not necessarily cost you a cent – it is in the club library, just ask Robin whether I have returned it yet. I expect the best commendation is that apparently the last person who borrowed it kept it for several years, but I don't recommend this, and I expect Robin would appreciate prompt return so everyone else gets a turn...

Anyway, it pretty much is the "complete story" as promised in the title. From the legacy of the Traction and the 2CV, and the various proposed designs; through the bug-plagued launch; the various models that were produced; through to comprehensive guidelines on what to look for if you are buying one for the first time.

There is lots of information about the features of the DS and ID, and also all the changes over the years, both bug-fixes and model changes. If you

are mechanically-minded, it seems to give a fairly comprehensive coverage that would enable you to identify models, and on occasion the year (or even month) of manufacture.

On the other hand, the author does assume the reader has a fairly detailed knowledge of terminology. Although I know a little bit about cars & engines I admit that I don't know what a rubbing strake, C-post or cant rail are; and when you are unable to work it out the eyes do start to glaze over.

There is nevertheless plenty of accessible information, either for a cover-to-cover read or to flip-through-and-browse; and the photos and design drawings do give an overall impression of the development of the car.

Andrea Fisher

## Alla Rivoluzione Sulla Due Cavalli

### (Off to the Revolution by 2CV)



Purely by chance we found this film was showing at the recent Italian film festival. Our curiosity was aroused by the title, so we thought we would see it, just on spec. It's a tribute to the 1974 Carnation Revolution where Portugal's 46-year dictatorship was overthrown in a largely peaceful manner. Rather than get bogged down in the politics of the period, this film uses the politics as a background in which three young adults travel from Paris to Lisbon in a battered 2CV to celebrate the return of freedom to Portugal. All three have different reasons for making the journey. Their story of their lives and relationships are told as the journey unfolds, as one would expect from a road movie. The Revolution

itself is not entirely neglected. It's depicted in a romantic light that harks back to idealistic lefty hippy days of the early '70s. At one stage, Fidel and Che's Cuba is recalled with hallowed reverence.

The film has a largely authentic feel to it. All buildings, props, clothes and cars are appropriate for the period. The music is Eric Clapton and Allman Brothers. Some of the body shirts are embarrassingly awful. The 2CV sounds like a 2CV should, it's cramped, the back window fogs up and its panels are battered as one would expect from a Parisian car. The only modern aspect of the film is the production values.

This film has a warm comfortable feeling. The three main characters are empathetic and generally convincing. The scenery is delightful. (All road movies should force the heroes off the freeways on onto the secondary rural roads.) This film does it in a wonderfully unforced manner. As expected, a twist or two towards the end maintains interest. If this film happens to receive a local release in cinemas here or even on video, don't hesitate to see it.

Ian Sperling

**BX TRS Auto 1986**

Well known Club car, ex Concours winner. Very good original condition. Green colour Reg. OUP - 264 RWC  
**\$4,500**

Phone Jeff Cox 0408 084 648  
 or Mel at Citro on 9419 4537

**Wanted - Traction Avant**

Prefer Slough built, big boot model, L15, B15 or Big 6. Price on condition. Don't have time or skill for major restoration project therefore must be a "runner" and a "driver".

Contact Paul Smyth 02 4990 1391  
 216 Wollombi Road, Cessnock NSW 2325

**Wanted-** A set of useable driveshafts to suit '55 big 15. At this stage I cannot afford a complete reco set.

Phone Dave Hancox (02) 66843408

**For Sale: Citroen 2CV**

Charleston, just arrived from the UK. Grey on grey, 86,000 miles. In going order but has some rust. VIN:VF7AZKAOOKA247016.

Asking **\$6,300**. Contact: Bob Shackley on (02)6251 6134 after hours. Genuine enquiries only please.

See photo above

**FOR SALE Two GS models** that are very good restorable projects. GS Club Wagon (Estate) 1975 (14GC2545) & GS Sedan 1974 (34GA5615) Both cars in fair condition for restoration. Includes plenty of parts.

These cars were intended to be restored but due to other projects still in process, I feel it would be best that a fellow car enthusiast take the opportunity to bring these beautiful cars back on the road.

**Both cars for \$750 only.** Rene Rivera, Coffs Harbour, can help arrange transport.

Tel no. 02 665 34424 AH

Mob. 0421 545 907.

**FOR SALE**

Set of 5 Traction Avant wheels & 4 hubcaps complete with wheel nuts All painted & in excellent condition

**\$1,000.00 neg.**

**2CV6 engine & disc brake transaxle**, good start for early model upgrade  
**\$1,200.00**

**1989 2CV6**

Reg. No. ROB-444 39,000 miles  
 Cream colour with matching new roof  
 2 owners, galvanized chassis  
**\$15,000** with RWC Top car up for grabs

**1986 BX16TRS Auto**

Reg. No. EMQ-566 Blue colour  
 Reduced to **\$4,500 neg.** with RWC

**FOR SALE ID 1967**

Green colour with black roof. Well known club car in very good condition. Growing family forces sale.  
 Reg. ID-1967 **\$7,500 RWC**

**Wanted:** Good GS.

Phone. Carey Motors 03 9419 4537

**FOR SALE Assorted late model D parts.**

Most parts are OK but need refurbishment. Front under tray. Front bumper bar middle section. LH and RH front bumper bar sections with air con slots. Steering rack. Plastic under dash air con duct with fittings and Autoclima handbook. Air con pump bracket. Aluminium under sill trims. 4 Speed gearbox complete. Small hydraulic pump with 3 groove pulley. 2 pair aluminium boot lid hinges. 2 boot lid spring units. Boot lid lock with key. 2 Pallas hub caps. Set of 4 D Special hub caps. Assorted wiper blades and parts. Pair SS rear turn indicator cornets. Pair rear turn indicators with SS trim. 1 Marchal headlight unit. Water pump with 3 groove pulley. Needs bearings. 1 rear reflector complete with SS trim. 2 engine mounts. Good condition Assorted steering rack parts and seals. Standard 7 piston pump 2 groove pulley. Assorted front turn indicators and parts. Assorted body brackets and spacers, cad plated. Dashboard trim over steering wheel, Good condition. Instrument assembly. Assorted dash board switches. Clutch cable used with relay parts. Handbrake cable. Speedo cable top section. Pair outer tie rods. 2 pair inner tie rods. Starter motor. Steering lock with switch and key. Roof outer rubber seal. 2 height correctors. Pair rear light units. Screen washer bottle. Rearview mirror glass broken. 2 bonnet release cables with fittings. Rear roll bar cover. Pair rear suspension arms with hubs, brake back plates and drums. Pair front air con radiators with joining pipe. Passenger side blower fan assembly. SS front door mirror. Petrol tank sender. Set suspension spheres repairable type. Accumulator sphere sealed type. Pair front guard headlamp glasses...Marchal. Pair plastic protectors. Cylinder head with set head bolts. pushrods and rocker gear. Camshaft. Assorted door lock, latch and lift type handles. 4 window winders

Ring Roger on 02 4948 4943 or 0411017819

**Carey Motors offer the following vehicles for sale**

Contact Mel at Citro Motors: 9419 4537 or Mob 0414 820 631

**Restoration Projects**

1 x D 5 speed	2 x Big 15s big boot
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)	

**BIG 6, SMALL BOOT**

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

**Phone for List of Wanted/For Sale Citroëns**

# 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

**1979 2CV 'Club'** model in excellent condition, owned by us for twelve years, French blue with black velour trim, reduced to **\$10,500**. Registration 7JP 045. Photos and details at Mels - Citro, or contact me, Les Farrar A/H: 08 9430 5274 Mob: 0409 112 987 W.A.

## FOR SALE

**1974 DS23 Pallas EFI 5 Speed**  
Reg No AKN 48K until Nov 02  
Extensively restored, concours winner Busselton '98 and comes with many spares.  
Offers around **\$10 000**.  
For more information call Roger on 02 4948 4943 or 0411 017 819

## FOR SALE ID Sedan.

Reg no. ID-1963  
Very good condition  
Light green with Black roof.  
Twin headlight model.  
Well known club car.  
Growing family forces sale!  
Very sound in body, hydraulics & mechanics.  
Serviced by Carey/Citro Motors  
Ph.03 9419 4537

## For Sale: Citroen 2CV

Charleston, just arrived from the UK. Maroon and black, 68,000 miles. In going order, however the UK MOT ran out at the end of June. VIN:VF7AZKAOOKA159439. **\$7,500**. Contact: Bob Shackley on (02)62516134 after hours. Genuine enquiries only please. See photo below

## For Sale

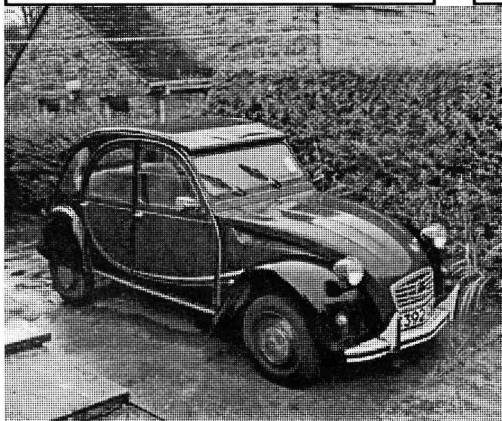
**1969 DS21 Pallas Hydraulique**  
Rare Slough built vehicle. Golden Bronze Body, Connolly hide leather interior, round tail lights – very unique. Original radio in correct dashboard position. Vehicle in excellent mechanical and body condition. A French classic in unique condition. Owner transferred overseas. Prepared to negotiate on transport. Reg no UDS 210 Price **\$16 500** Vern Isaacs 08 9377 7365

## GS Parts - all 1974 GS 1220 Club

1. A pair of tail lights. (\$40).
2. A pair of ride height control valves. (\$20).
3. Accumulator assembly. OK when removed from car in 1980 (\$20).
4. A set of suspension struts with spheres. OK when removed in 1980 (\$80).
5. A left hand rear suspension arm with pivot shaft, hub, disc and caliper. Needle roller bearing replaced with large bronze bush. Never fitted to car(\$100).
6. Three spheres, probably dead. (Free, if anyone can think of a use for them). The GS spheres used to be unrepairable. I presume that's still the case.

Warwick Brooks,  
RMB 5055, Via Drouin West.  
3818.  
[warwick@regscom.com.au](mailto:warwick@regscom.com.au) (work)  
0412 394-452 (anytime, always on)  
5625-4666 (work)  
5626-8504 (home)

PS. (If someone really needs them, I think I also have a set of boot lid gas struts somewhere, if I look hard enough)



## For Sale 1974 D Special

White with red interior, fairly clean car, have cleaned up the bit of rust that was in the boot, no reg, no RWC ...**\$2,500** (eng no DX0265337821)  
Andrew  
Ph 03 9267 1545 B/H  
0425 714 745 or email  
[murraya@countryroad.com.au](mailto:murraya@countryroad.com.au)

## 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.  
Carey Motors P/L  
Phone Mel on (03) 9419 4537





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**Mob 0414 820 631**

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