

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CLASSIC CITROËN OWNERS AND ENTHUSIASTS

Aug/Sept 03
Vol 27 No 3

**Buninyong
Concours
Redex Rerun
C-matics
and much
more!**



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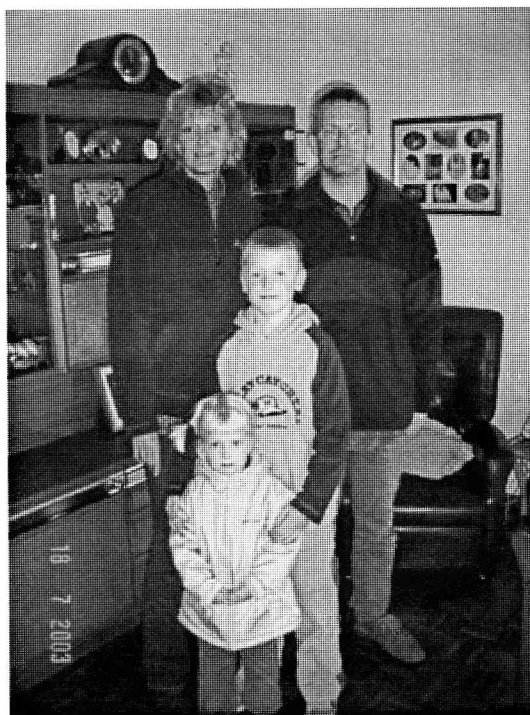
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FRONT



Rob, Anita Koffijberg and family

Front Cover Illustration: All smiles, Lance Collins and Alec Lowe with Light 15 on the Redex rerun.

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Contents

Editorial	4
Gippsland Gas	5
A-Tractions	6
Other Events	7
Concours	8
Pre-Concours Dinner	9
Redex Re-run	10
Bastille Day	11
Double Chevron in China	12
Letter to the Editors	14
Spare Parts Report	15
C-Matic Fault Finding	16
CCOCA Classifieds	18

13th ICCCR 13 – 15 AUGUST 2004 INTERLAKEN AIRFIELD SWITZERLAND

There has been a suggestion to mount a trip to this event, similar to the ICCCR at Clermont Ferrand in 1995. A possible itinerary could be flight to London, connection to Rotterdam in Holland where we may be able to link up with the Dutch club, a coach would be provided to tour from there to Interlaken taking in the French National Auto museum in Mulhouse, maybe Porsche in Stuttgart or any other item of interest.

If you are interested contact me on any of the mediums listed for Spare Parts Officer.

Rob Little

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.

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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

We have discussed the creation of a new Citroën Club with various CCOCA members and have encouraged them all to have their say regardless of their stance on the issue. Included on page 14 is a letter from Brian Wade discussing his perspective. However, don't assume the issue has already been decided one way or the other. It certainly hasn't. If you have an opinion for or against, get to your feet and voice it loud and clear. Say your bit at a Club meeting, put pen to paper and have it published in the magazine or even the website. Your opinion is just as valuable as anyone else's.

In this edition, Mark Ebery shares his experiences of Citroëns in China. While few of us would associate the two, Citroën is the fifth largest manufacturer in China and the volume of cars they produce there is incredible. Many thanks to Mark.

Among others the success of CCOCA's spare parts scheme can be largely attributed to Rob Koffijberg. A resident of the Netherlands, Rob for many years has been instrumental in supplying CCOCA with hard-to-obtain Traction parts. Recently Rob posted us a folder full of

articles, advertisements gleaned out of newspapers over many years. We will include some in future editions of Front Drive. A regular visitor to family in Melbourne, Rob and his family recently called in on Rob and Libby Little. It was here that the photo on page two of the Koffijberg family was taken; our thanks to Rob for his contributions.

The saddest obligation as editor occurs when a club member passes away. John Smart and Walter Burkhardt recently passed away. Both

have been long standing and valued members of CCOCA, the Club will be poorer for their passing. Our thanks to Bill Graham and David Gries for their insightful eulogy on page 14.

The deadline for the next issue of Front Drive is November 1.

Andrea and Ian

Thank you to our contributors in this edition:

**Mark McKibbin
Rob Little
Shane Leviston
Mark Ebery
Bill Graham
David Gries
Rob Koffijberg
Brian Wade
Len French (CCCQ)**

If you would like to contribute to Front Drive (and who wouldn't?) we humbly suggest that you submit your valuable insights in the following format, in order of our preference:

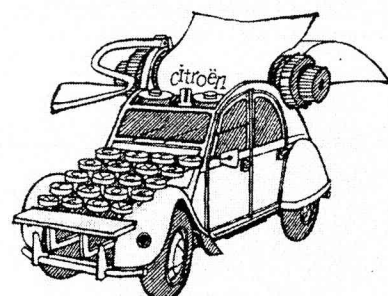
(i) Email in Microsoft Word (complete with any jpegs) to editor@citroenclassic.org.au.

(ii) Post us a disk in a format similar to (i).

(iii) Type it out and post it to us.

(iv) Thumb nail dipped in tar.

If all else fails, phone us and we'll work something out.



Logo courtesy of 2CV Suisse Romande Dec 94

Gippsland Gas

Hello All

The year is zooming by and writing this has reminded me that I haven't registered for the Raid yet...Ah that's better all done I'm \$600 poorer and now I really do have to finish the Traction before March and hopefully much sooner. The threat of the imminent Raid has done wonders to the restoration project, things have stopped coming off the car and are now going back on, and with the thought of the rough roads I am paying more attention to detail and applying lots of Locktite! I was going to include some photos as proof but Sue has knocked off the camera and won't be back for

a few weeks so you will just have to believe me.

At the last general meeting we showed the short film "Rendezvous" which purports to be a Ferrari 275GTB driving at speed through early morning Paris in about 1970, it's amazing the impression of speed when the camera is mounted low on the front of a car and a Ferrari sound track is added! The real give away is how smoothly the "Ferrari" mounts the curb when avoiding a garbage truck, maybe it had Hydropneumatic suspension? I must stop bagging it, as it's not a bad movie.

Spring is here and it's time to brush the cobwebs off the Citroën or even the Commodore and join us for a drive up to Buninyong for a counter lunch and then on to Alan & Jenny Levistons' for gander/garage crawl, if you want to make a weekend of it Alan has offered the back lawn as camping ground. There is lots to see and do up there and not all car related so bring the family for a great day/ weekend out.

Friendly salutations

Mark McKibbin

CH PLATES

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

**For Spare Parts and Tools
contact**

Rob Little

on 03 5823 1397

**spareparts@citroenclassic.org.au
(But please do it at a reasonable hour)**

About to arrange a Classic-Historic Permit for your Citroën?

CH permit applications must be accompanied by an RWC. The onus is on owners to demonstrate that their cars are safe, rather than the Club's officers. Feel free to consult our Permit Officers for advice regarding getting your car on the road and keeping it going.

Club Shop

**For Citroën models, memorabilia and
other items Contact**

Andrew & Frances McDougall

Phone

9486 4221 or 0417 310 852

A - TRACTIONS

For enquiries regarding any of CCOCA's coming events contact Les Vidler on 9338 2006

- September 24, Wed 8pm** **Monthly meeting at our clubrooms.**
- September 28, Sunday** **Buninyong/Ballarat Day Trip**, Details at the bottom of this page.
- October 22, Wed 8pm** **Monthly meeting at our clubrooms.**
- October 25, Sat night** **Pre-Concours dinner.** Details are on page 9.
- October 26, Sunday** **Concours. Como Park North, Alexandra Ave South Yarra.**
See page 8 for details. This is probably the last time this beautiful venue will be available.
- November 1** Deadline for the next edition of Front Drive
- November 16** **Spit Roast at Tyabb.** CCCV event, CCOCA members welcome.
Details on page 9.
- November 26, Wed 8pm** **Monthly meeting at our clubrooms.**
- December 10, Wed** **Xmas BBQ & Kris Kringle at Glen Iris.** A combined CCOCA/CCCV event at the CCCV clubrooms.
- January 28, Wednesday** **2004 Yarra Bank BBQ CCOCA Event.**
- February** **Macedon Picnic at Hanging Rock.** Details TBA.
- March 13 - April 8** **Raid 2004**
- April 9-12** **Cit-Action 2004 Canberra**

Buninyong/Ballarat Day Trip Sunday September 28

Lunch at Buninyong and then it's on to the Leviston's for a Garage Tour.

Meet at Rockbank Roadhouse (Mel 357 J2) for a departure at **10:30 sharp**.

We will have lunch at the Crown Hotel, Buninyong, at 12:00 - please let Jenny know so she can book for the right numbers.

Then we go on to the garage tour. There is lots to do in and around Buninyong - Buninyong Books (quality secondhand books), wineries (Mount Buninyong and Whitehorse), Bairds Nursery & gift shop, Gail's Patchwork (in Sebastopol). Scenic attractions include Mount Buninyong lookout & volcano crater, Buninyong Gardens, Historic Walks, etc. In nearby Ballarat the Pleasant Street Primary School Craft Market will be open from 9am - 1pm on the day (art, craft, homemade goods). These are options for those who are not into garages, or who want to arrive early. You can either arrive earlier on Sunday, or you are welcome to camp in Jenny & Alan's back yard on Saturday night (BYO food, or they can recommend a good Pizza & Chip Shop).

For further details contact Jenny & Alan Leviston on (03) 5335 8452
or Shane Leviston on (03) 5333 2036

Other Events (selected from the AOMC calendar)

Looking for an opportunity to take out your CH reg car or just want to see how the other half enjoy their classics, it could be listed here.

Note: details may change, it may pay to confirm the details with the event organiser.

- | | |
|--------------|--|
| Sept 23 - 28 | The Ansett Challenge (Shepparton - Moama - Swan Hill - Wentworth - Adelaide).
Join in Bay to Birdwood Mill run. Bruce Markby (03)94385420 |
| Sept 28 | SA Water Bay to Birdwood Classic, SA. G&S Tonkin (08)8258 6547 |
| Oct 4-5 | Winton Historic Motor Festival, Winton Raceway Victoria |
| Oct 4-18 | New Zealand Tour - Riverina Sports Car Assn Inc, South Island New Zealand.
Phil Wilkins (02) 6041 1582 (BH) |
| Oct 5 | Euroa Show & Shine. Seven Creeks Park, Kirkland Avenue, Euroa, Vic. Rob
(03)57953031 |
| Oct 5 | RACV Commemorative Tooradin Run - RACV & Veteran CC. Start - RACV Noble
Park; finish - Tooradin Airport. Jeff Alcock (03)98163416 |
| Oct 10-12 | 2003 Tour Rally - Maryborough Dist. HVC. (03)54611548 |
| Oct 11-12 | Edward River Rally, Deniliquin, NSW. |
| Oct 12 | British Transport & Equipment Day, Rootes Group Car Club Inc, Mineral Springs
Park, Donnybrook, Vic. Greg Laming (03) 9874 4316 |
| Oct 12 | All British Day. Council of Motor Clubs NSW, Liverpool Catholic Club, Liverpool, NSW |
| Oct 12 | French Car Day. Club Automobile Francaise. Birdwood Mill, Birdwood, SA. Paul
Watson (03)98892721 AH |
| Oct 19 | MTA Centenary of Motoring, From Sydney to Centennial Park |
| Oct 25-26 | Mount Tarengower Hill Climb |
| Nov 1-2 | 82nd Steam Rally. Lake Goldsmith, Beaufort, Vic. John Day (03)53493058 |
| Nov 1-3 | Vintage Motorsport Weekend, Vintage Drivers' Club Inc, Camperdown Vic. Paula
(03)95616942 |
| Nov 8-9 | RACV Veteran Car Club Annual Rally. Start - RACV Noble Park/RACV Vermont.
Finish - RACV Country Club, Healesville, Vic. Jeff Alcock (03)98163416 |
| Nov 8-9 | Historic Sandown Race Meeting, Sandown Vic |
| Nov 15-16 | Bendigo National Swap Meet FVV & CVC, Prince of Wales Showgrounds, Bendigo,
Vic. Pat Dyball (03)54411002 |
| Nov 15-16 | Geelong Speed Trials, Eastern Beach, Geelong, Vic. |
| Nov 23 | American Breed Car Show, Manhattan Hotel, Ringwood, Vic. Sharon Arbrew
(03) 9401 5535 |
| Nov 24 | AOMC General (Delegates) Meeting, includes Annual General Meeting of AOMC,
Vintage Drivers' Clubrooms, 6 Dorset Rd, Pascoe Vale, Vic. AOMC (03)95550133 |
| Nov 29-30 | Historic Race Meeting, HSRCA, Wakefield Park, Goulburn, NSW |

CCOCA/CCCV Concours d'Elegance

2003 CCOCA/CCCV Concours

COMO PARK, Williams Rd, South Yarra

Melways 2M D4

Entry \$7 per car

Gates open 10am - 4pm

Presentations around 2pm

There should be plenty of interest from the public as this is a busy road and the venue is quite attractive. Across the road there are barbecues (on the banks of the Yarra), and a cafe (coffee, cakes, etc). At Como Park there are toilet facilities and a children's playground. (Dogs must be kept on leash at all times, and droppings must be removed by owners.)

Competition categories are: Traction Avant, 2CV, ID/DS/SM, AX/BX/Visa, CX/GS, and Current Models.

Please note, only current financial members from either club are eligible to win an award - but non-members are welcome to display a car. Or if you prefer you can just come along to admire the cars. Assistance is required from both clubs. The usual volunteers are needed: Gatekeepers (2 from each club), Marshalls (2 from each club), Judges (4 from each club), and volunteers to erect marquees etc. The park has been booked for starting setup at 8am, so if you can give a hand, please feel free to arrive early. For details, contact Les Vidler on (03) 9338 2006

Pre-Concours Dinner

Agapi Greek Restaurant 262 Swan Street, Richmond

An upstairs room has been booked for us.

7:30pm

\$30 per head - meat & seafood banquet

rsvp by 19 Oct to Helen Cross 9819 2208

Club Run and Spit Roast

Sunday November 16th

From 11.15am at Tyabb Airport

or from 12 noon at Phil and Ann Cottrill's Home

4/92 Boes Rd., Tyabb. Melways 148 C11

Phone 5977 4751

If you wish to have a look at the aeroplanes in the Club hangar be at the Airport by 11.15am, otherwise from 12 Noon at Phil and Ann's.

We provide the meat. BYO salads, sweets and drinks. Throw in a picnic rug, deck chairs, sun block, air-o-guard, a set of boules and look forward to a great day of fun. Please let Phil or Ann know you are coming, so that we get an idea of how much meat to provide.

Proposal for the Dissolution of CCOCA & CCCV and the Establishment of a New Citroen Car Club

The committee to discuss this issue has just met for the first time, on Tuesday 2nd September. CCOCA's representatives are: George Tippet, Graham Barton, Sue Bryant and Ian Sperling/ Andrea Fisher; CCCV is represented by Peter Dekker, Les Vidler, John Wyers and Colin Bates.

The first item to be considered is the constitution of the proposed new club. The existing documents for each club will be compared with the Model Rules set out by the Incorporations body and the expanded Draft Constitution created by the AOMC. Further information will be provided to members when available.

For input into this process, contact one of the representatives.

The Redex 50th Anniversary Re-run

Back in 1953 an oil additive company, Redex, sponsored an event called a Reliability Trial. It certainly was that, although to see some of the footage of the Movietone News at the time, it looked more like a present day Rally. Starting in Sydney and heading north to Townsville, it continued on to Tennant Creek, Darwin, then down through the Centre to Adelaide and back to Sydney via Melbourne.

Not so daunting these days but then those main "highways" featured creek crossings, cattle grids, gates, much dirt and sometimes it was difficult to know if it was even a track. Even the Pacific Highway had plenty of corrugated dirt and the event captured the imagination of ordinary, non-motoring Australians as no other had before. Australians who could

afford them were on a diet of English cars, mostly designed for country lanes, and American cars, mostly left over from World War 2. A vigorous local car industry was well under way and some were still lamenting the disappearance of real running boards on new cars.

So when a small engined Peugeot 203 beat its much vaunted opponents, it brought French cars to the attention of a population which could not even

pronounce their names at that stage. Not too sure about now for that matter.

The Peugeot clubs organized a commemorative re-run in June and we were able to see something of the past at Perry Park on their way to Townsville. The original field was over 100 and the re-run featured about 90, with 30 Peugeot 203s and one lone Light 15 Citroën. It was one of only a handful of the cars in this run to have run the original Trial, and campaigned by Ron Akers and Keith Thallon, finishing 79th. Many cars did not. It has since completed two Raids with the 2CVs in '88 and '92 and is still going well.

It is now owned by Lance Collins and was co-driven by Alec Lowe. It must have been tempting to restore the Traction "better than new" but it was good to see that Lance, with a fine sense of history, has just looked after it and left it original. L.F.

Reprinted from 'Avant Garde' with permission and assistance from Len French.



Original 1953 team; Ron Akers & Keith Thallon with Light 15.



Traction at checkpoint

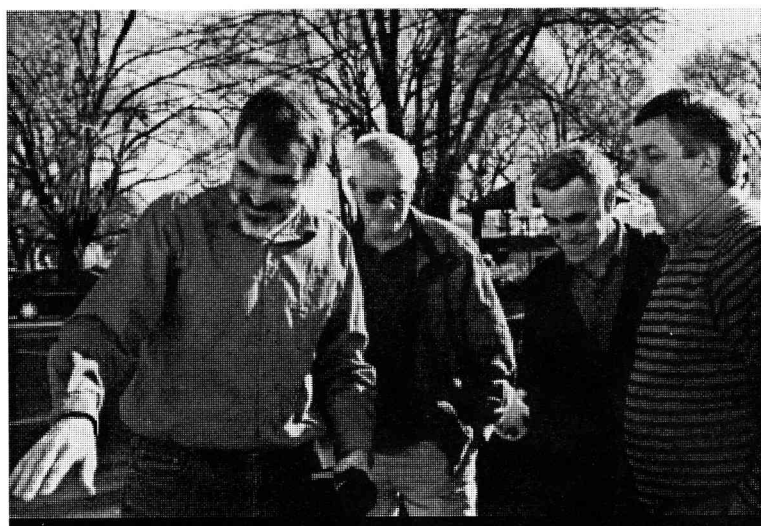
A brief burst of fine weather on Sunday 13 July brought lots of shiny Citroëns out to breakfast at Breizoz in Williamstown. As the photos show the sun was shining through the windows while we ate breakfast. The tables were decorated with cut out little Eiffel towers and Bastille day menus. Starting with a cup of coffee put us in the right frame of mind for the rest of the meal.



Soon the cafe was full of CCOCA and CCCV members, their friends and family. The cafe put on its usual delicious fare, from basic ham and cheese crepes to some truly gourmet creations. I enjoyed the canard confit, although this deliciously rich dish did spoil my palate for some time.

It was pleasing to see Ian and Cathy McDermott's Traction back on the road after it had decided not to co-operate on the way to Bendigo for Austraction. Indeed, parked along Nelson Place was a very presentable collection of Citroëns. Traction, 2CVs, DS, SM as well as the more modern models were all well represented. As always, on such a busy area, those who arrived early were rewarded with parking directly outside the cafe.

Ian Sperling



Bastille Day



Top right: Citroëns lined up in Williamstown.

Top left: Eating breakfast in sunshine.

Bottom left: ...and then the boot lid fell shut and I was stuck....

DOUBLE CHEVRON IN CHINA

By Mark Ebery

I've been lucky enough to be able to travel to China each year recently, and have visited a number of cities and provinces, including Beijing, Tianjin, Shanghai, Xian, Guangzhou and Shenzhen. For someone who's interested in spotting unusual makes of car, China is a paradise. The huge variety includes Chinese-designed cars, makes from eastern Europe, western makes made in China (often with altered bodywork from those seen elsewhere), and exotic imports: in Beijing and Shanghai one can see

Ferraris and Rolls-Royces parked outside luxury hotels next to Chinese-built Daihatsus (called Xialis) and the ubiquitous Shanghai Volkswagens and Audis.

Motorisation has hit China in a big way, particularly in the major cities. The pace of change is truly remarkable, and even in the short time that I've been visiting there have been major advances. New freeways are being built (not only in the big cities, but also right across the nation), car showrooms and service stations are

appearing in ever-increasing numbers, and the rise in the number of cars on the roads from one year to the next is very evident.

China's domestic motor vehicle industry is also expanding rapidly. Local manufacturing commenced in the late 1950s, but until the economic reforms introduced in the early 1980s, almost all the vehicles produced were for commercial and military use, with the exception of a small number of limousines produced for the leadership.

These big old fashioned cars were called the Red Flag and must always have been a very rare sight. In recent years the scene has changed rapidly with the welcoming into the country of a number of overseas car companies. Last year, China produced over 700,000 private vehicles. The largest producer of cars in China is the Volkswagen-Audi group which produces almost 400,000 cars a year from a



number of factories.

Although Volkswagens and Audis are far and away the most commonly seen cars on Chinese roads, since commencing manufacturing in China in 1992 Citroën has also built up a strong position from its factory in Wuhan, Hubei province, in central China.

Citroën ranks fifth in sales after Volkswagen, Audi, Shanghai-General Motors (which makes large Buicks plus a smaller model based on an Opel design, called the Sail) and Xiali. Like other western manufacturers in China, Citroën is in partnership with a local Chinese company. In Citroën's case this is Dongfeng, a company that built trucks for many years before starting the joint



venture with Citroën. Dongfeng - Citroën made over 85,000 cars last year and has major plans for expansion to around 300,000 by 2006.

The mainstay of Citroën's production is the Fukang, a small four-door car based on the ZX. The Fukang, often

painted dark red, is particularly popular as a taxi in Beijing. More up-market is the Elysee, based on the Fukang, but with redesigned body panels. The Picasso made its debut towards the end of last year, and the Xsara is due to be built in China starting later this year. The company is also set to revive the Peugeot brand in China, bringing out the 307 sometime next year. (Peugeot had a factory in Guangzhou, southern China, for several years, but this venture ran into trouble and closed down.)



Letter to the Editors

Dear Ian & Andrea,

I would like to comment on Jack Couche's letter published in the last edition of "FRONT DRIVE".

Firstly I totally agree with Jack's opinion that the club should be preserved and secondly that the club return to its original concept and become once again a true "Classic Citroen" club, ie pre 1957 cars and perhaps a few other models worthy of consideration, eg ripple bonnet 2CV's and pre 1963 ID/DS's.

The club's constitution can be amended to read that membership is open to persons with such vehicles or persons with an INTEREST in the above mentioned cars (I have never read the current constitution so I do not know the present wording).

The next matter I would like to raise is the club's "NATIONAL" status. Although the club has been considered an Australia wide club the vast majority of its activities have been confined to Victoria. With various methods of communication now available I consider it no longer necessary to have the committee located in the same location. Monthly meetings could be abolished with the executive committee communicating via electronic means when the need arose.

Regarding events, I feel that the only one that should be organized at the national level is "AUSTRACTION" and I consider the most appropriate time would be late September or early October. This would move the event from its close proximity from the Easter "CIT-IN". I realize that for most people

there are no long week-ends at this time however I do not think that a long week-end is necessary. If members living in the same locality wish to stage an event they can organize this at the local level.

I also agree with Jack that the ideal solution would be the amalgamation of all Australian Citroen clubs but state rivalry being what it is this will never happen. (The majority of Queenslanders think that anyone who lives south of Tweed Heads wears a large hat and speaks Spanish)

On a closing note, if CCOCA is to die please give it a quick and painless death so that Traction devotees can resurrect a true traction club from the ashes.

Regards,

Brian Wade (member since 1978).

VALE WALTER BURKHARDT JOHN SMART

Members of CCOCA have been saddened by the recent passing of two of its long-standing and highly respected fellows. Both were still in their sixties and had been in poor health for some time.

Walter Burkhardt came to Australia in 1952 as a teenager with no prior skills in English, fleeing from the agonies of war-torn Germany. Overcoming these handicaps, Walter commenced an apprenticeship in horology (repairing timepieces), and went on to become a teacher in the subject at the Royal Melbourne Institute of Technology. Unmarried, he lived with his sister and mother, and in latter years he became a board member of the German Templars' Homes where his mother lived out her last days.

A quiet but supportive member, Walter joined CCOCA in its earliest times, and was best known for his 6-Hydraulic Traction. In addition, he was the proud possessor of an Aston Martin DB5. Their restoration continued to occupy him in his retirement.

John Smart was born in New Farm, Queensland in 1941. He left home aged 13 to embark on an incredibly varied working life, which included periods in New Guinea mines and owning retail tyre outlets. In addition to CCOCA he was a member of NSWCC and Warrnambool Historical Car Club. His first Citroën was a 1963 gold ID Safari bought from Continental. There were also two ID19s and of course his 1951 Traction Normale. He enjoyed attending Club rallies, including the 1998 ICCR in Belgium, and made a great many friends at these events. John is survived by his wife Lois, five daughters and six grandchildren.

As a pleasing touch, it can be noted that club members and their Citroëns made it to both these ceremonies to honour and farewell two revered Citroënists. We can but wish them safe and happy travelling.

SPARE PARTS & OTHER NEWS

First of all the good news, parts are flowing through to members at a steady rate and at prices that are affordable and at this stage it appears that the pricing policy in place will remain for some time yet as we appear to be maintaining our stock levels and our cash reserves and even turning a small profit, now the bad news and this will only affect members who choose to use their credit cards for parts purchases. We are currently being charged 4.8% by the bank to process credit card transactions, while this is not an issue for other club transactions, but as the parts are priced at a minimal mark up we will in future be passing this cost onto the consumer in line with current trade practices. This cost can of course be avoided by paying for your parts by cheque, cash or money order but a cheque in the mail I am sure is the most convenient and cost efficient way for all of us. The committee is currently investigating other

alternatives and you will be kept informed of any changes.

Last month I was fortunate enough to be visited by Rob Koffijberg and family, it was certainly gratifying to meet face to face the person who has been processing our spare parts orders for quite a while now. We discussed many things and I asked how many members were in the Traction Avant Nederlands Club, his reply was 1000 members, the number of tractions owned by members was 3900! I told him that if the zero was taken off that figure it may be near the number of tractions in Australia.

I was recently made aware of some rubber parts failing prematurely, front suspension and steering rack boots were the specific items mentioned. These parts were imported privately from a source that we do not currently use but if any members have experienced similar

problems could you please let me know as if they have been supplied through club spares we will replace them at no cost or if they are as the parts mentioned sourced privately I will certainly avoid any stock from that supplier. This is also the purpose of the Traction Guild or GMT that I have written about in previous magazines and I can refer the matter to them also.

Last magazine I asked if members could supply me with a list of special tools that they owned as Rob Barton from Bairnsdale suggested, I never received any information at all which is a little disappointing as this could be beneficial to a lot of members.

Well I don't have any new products or any other news so until next magazine "au revoir".

Rob Little

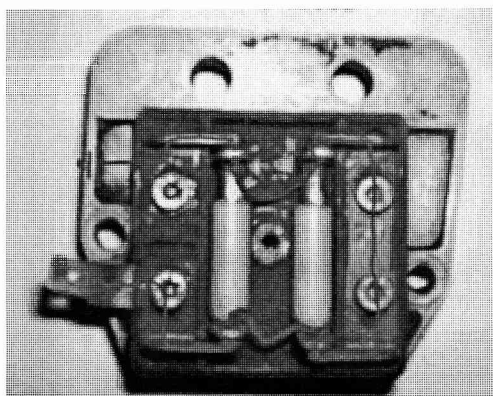
C-Matic Gearbox Fault Finding Guide

By Shane Leviston

If you're reading this to attempt to diagnose a C-Matic gearbox I strongly suggest you study the two diagrams on fluid flow/electrical wiring in both the Haynes and factory shop manuals and learn the principles the C-matic works under. Unless you understand how something works, you CAN'T fix it!!! These diagrams can also be downloaded from my website.

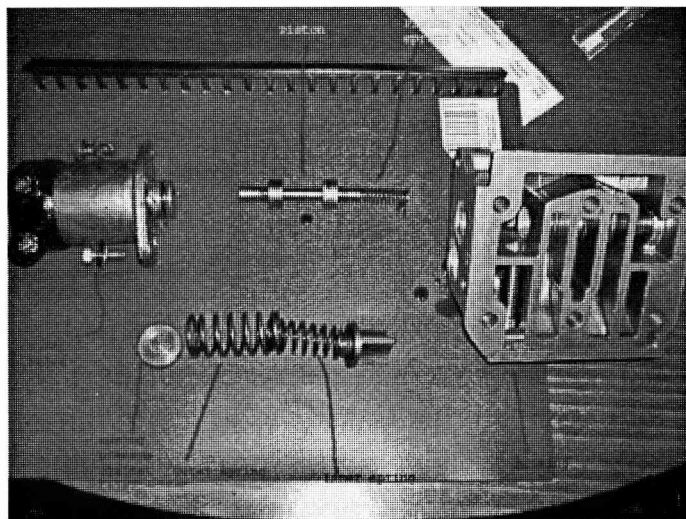
This is the process I've gone through in order to get the C-matic gearbox working. What should happen is whenever the gear shift is moved out of any gear, the drive to the torque converter should be disengaged. What can happen is the gearbox switches (shown below) gets dirty contacts and the drive can't be dis-engaged. Unplugging the wire from the switch block and earthing it should disengage/engage the drive. On this car it doesn't.

The switch block is quite simple, it's just 4 contacts, if



any one contact is broken, there is no earth for the electrovalve relay (so the relay

won't switch on and the clutch doesn't disengage). If you turn the switch block upside down there are levers that mechanically break the switches shown as the gearbox shafts move.



Next step, I ran two wires directly to the electro-valve. The electro valve is what actually physically disengages the drive. With the electro valve directly wired across the battery the drive didn't disengage.

Don't even dream of trying to pull just the electro valve off. Pull the whole housing, it'll make life MUCH easier in the long run. The 6 studs should undo easily enough to remove the housing, if you're lucky none will shear off! The bolts and the hoses and wires need to be removed.



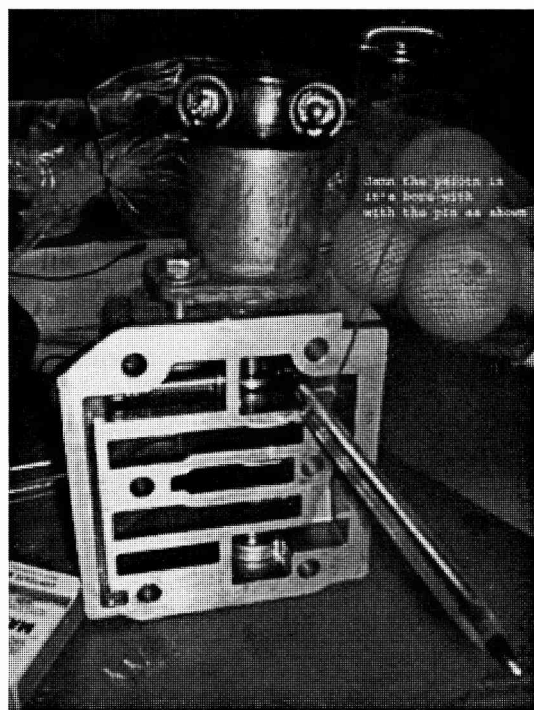
These springs and pistons are what will fall on the ground if you try to disassemble it on the car. Here (above) you can see the piston, and the overpressure relief valve (it's contains two springs, one inside the other). The electro-valve as you can see is nothing spectacular. They are certainly NOT worth the stupid \$\$\$\$ that are being asked for new ones

The piston was jammed in the housing. This was one of the problems. After freeing it I found it didn't grab anywhere in it's bore, and the electro-valve worked well. I'm not sure what caused the piston to stick. I've a feeling it may have been jammed when being re-assembled previously. You need to slide the piston up and down it's bore while gently spinning it. If it grabs at ANY stage, you need to carefully sand the edges of the piston or bore JUST enough so it won't grab. Careful not to destroy the tiny clearances required for correct operation.

To re-assemble the relay isn't easy, you first need to jamb the piston down in it's housing. As shown below, I used the nearest thing at hand (a pen :-)).

Make sure you pull the solenoid down evenly. ie: turn each screw a turn at a time. It takes quite a bit of force against those strong springs.

Once re-assembled bench test it to make sure the



piston moves up & down without problems. Simply put the electro-valve terminals across a 12 volt car battery.

With the electro valve working, you need to refit it to the car. First cut a paper gasket, (top right) don't re-use the old one, especially as I'm sure it tore into two pieces when removing the housing ;-)

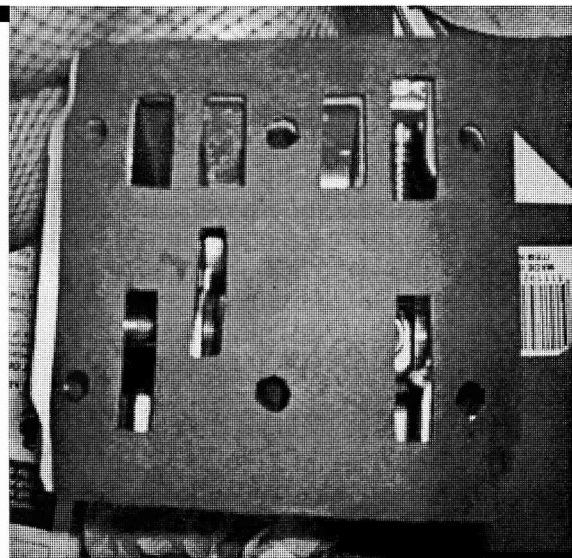
I applied a tiny smear of gasket sealer to both sides of the gasket and re-fitted it. Don't use too much sealer, you don't want it squishing out and

getting into the gearbox.

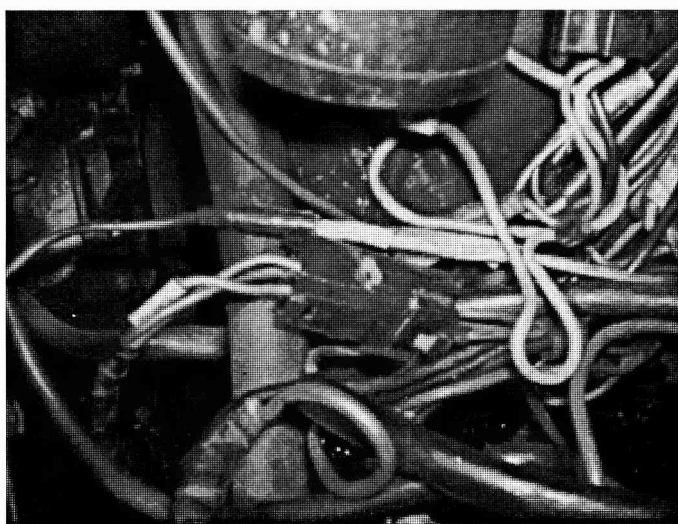
I don't believe it after re-fitting the electro-valve, it would engage the clutch if I hot wired it directly, however using the existing wiring it didn't work.

I found the plug (below) was assembled incorrectly. It has 3 wires (the temp light & two electro valve wires). The way the plug was assembled only allowed two wires to ever make contact

However this still didn't solve my problems. I found there was now 12 volts to the electro-valve, however it's earth circuit was at 6 volts. I traced it's earth circuit to a relay that had obviously been very hot, it's wires had melted insulation.



C-matic..... Hang on BROWN & GREEN!!!. Mine is wired with two green wires to the electro-valve and the brown wire is wired to the temperature sender. What's happening is the temperature sender circuit is trying to sink the current from the electro-valve circuit, that's why it's wires have been so hot !!!!! One Brown and One green!!



I couldn't understand why the earth of the electro-valve would be running through a relay, and why were the wires melted?? I happened to be chatting to Alan S in email and he mentioned something about the the brown & green wires on his electro valve in his

Wires go to the electro-valve. The brown wire is an earth wire for the electro-valve. Finally I have a working C-matic gearbox!!!

Check out Shane's web site for clearer (colour) copies of these and other related pictures:
www.aussiefrogs.com/shane/

Parts clearance sale, first time advertised of these highly desirable & rare Traction parts, offered to Club members at cost before going on to International sale at much higher prices.

Parts; L15/B15 gearbox Fully reconditioned using new bearings, seals & set up celeron washers, matching CW & P. Ready to fit & use. **\$1,500 ONO**

Big 6 Engine, gearbox, clutch, driveshafts Complete assembled standard unit ready to fit & use all in very good condition #PM 05500 **\$5,500 ONO**

B6 gearbox complete reconditioned unit with special High Ratio 10 x 31 CW & P **\$1,700 ONO**

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Big 6 Standard wheels & tyres 185 x 400 **\$400 each**
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Set of 5 Traction wheels & hubcaps with Michelin 165 x 400s in excellent condition **\$775 neg.**

Wanted: BX 16 valve Must be good. Cash buyer waiting for right car

Big 6 Engine, gearbox, clutch, driveshafts Complete assembled standard unit ready to fit & use all in very good condition #PM 05500 **\$5,500 ONO**

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BX TRI 5spd Red in colour 12 months reg. & RWC Vin #VF2XB0000EY0074

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Restoration Projects

2 x Big 15s big boot 1 x L15 Small boot
1 x Big 6 small boot 1 x ID twin headlight
2 x D Special 2 x DS23 Auto (1 carb & 1 inj)
Contact Mel Carey on 9419 4537

For sale: Big 15 1954

Good engine, gearbox rebuilt 1500 miles ago. Straight body with minimal rust. Excellent 165/400 Michelins. A reliable club car that has provided much fun and few headaches, "Citizen Henri" has to go to make room for the other Citroen project.

Asking \$8000. (club reg CH 3584)

contact Richard Bevan (03) 9578 9814

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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.

Some parts FOR SALE Cheap & Some FREE to GOOD HOME

My Wife has made me admit to my addiction and am taking a slight cure. Hoping for relapse.

1 x Light 15 Hull in good nick **Free**.

2CV Charlston parts varied and numerous from Wrecked English import. 4 Tires and rims excellent to good, from \$5.

Seats, Door Trims, from **\$3 to \$10**

Complete Dash & instruments rectangular from **\$2 to \$30**.

Gear Box good **\$50** Grille cover for winter **\$5**

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Doors & guards front & rear **\$10** So on and so on

Some ID Stuff ie engines, rims some to convert to 15 or 16 inch (with centre nut)

Complete ID Safari Roof with rack in good nick NO Rust **\$20**

Offers also invited

Call Graham Barton 59870767 or 0418 100 992

Citroen CX GTI Turbo 2 The ultimate CX, turbo, intercooler, special suspension, full leather, aircon, electric everything, ABS, tints, spoiler, alloys, white, 1988, all original, very rare, very fast, collector's item. **\$16,000** Melbourne.

Allan Whitfield 0416174855

ID19/DS Parts & Panels for sale-Spring Clean under the house!!

Various id/ds (pushbutton) doors, rear/front guards

front & rear Bumpers

Bootlids and other interior/exterior trim bits. Will sell as one lot or sep (**from \$50 panel**).

Phone: Adam 0410 150635

For sale.

2 rear ashtrays bakelite that fit into armrests

B15/6 **\$50 ono**.

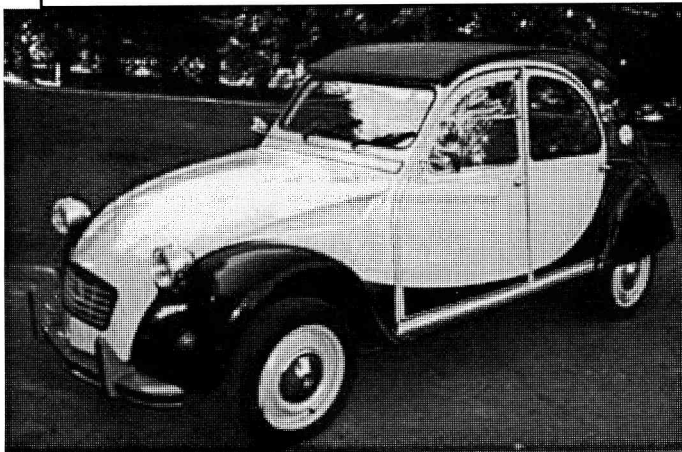
1 set of round traction instruments 4 units includes speedo, fuel, amp, oil, starter, avance retard, indicator, & choke. **\$130 ono**.

1 Crown wheel and pinion matching 9/31 with satellite gears and spindals **\$500 ono**.

2 gear stick knobs & bakelite windscreen winder knob. **\$10**

1 set of new traction pedal rubbers **\$20**

Phone or Email David Gries 03 98903266
cooeewhooppeebonzer@bigpond.com



For Sale:1970 DS21 Injection Electronique Hydraulique (Non-Pallas)

Recent bare metal respray in original Bleu Platine (AC632). New upholstery in original black targa, new roof lining. Motor and gearbox (including clutch) completely overhauled in 2001, has done only 5000km since. This is a true DS classic with a known history. Currently on club registration (Qld) original number plates are available (Qld). Chassis Number:01FA1332.

\$15,500 neg.Contact: Brian Wade

Ph (07) 3807 5781 or e-mail

brianesther66@hotmail.com

1982 YELLOW & BLACK 2CV (309FIW)

A fine example of this rare, and some would say, most beautiful of the 2CVs is for sale.

Purchased in England from Miss Trudy, the fourth owner brought it to Queensland where it underwent extensive renovations and was driven daily. It was then handed on to the fifth owner who offers it for reluctant sale after enjoying nearly 4 years of great service.

The vehicle has a recently fitted new clutch, hood, front wheels and Michelin tyres. Registered in Qld until Jan2004, it comes with some spares, workshop manual and a car cover. Stylish, distinctive and above all fun, this exceptional 2CV can be yours for \$12,000.

Full details from Leigh Hemmings (02)99990782
0408229320 lhemmings@netspace.net.au

I have to sell my beloved DS21 EFI after nearly nine years of wonderful motoring. The car has been used as a daily driver and has always been looked after by the guys at European Auto's in Penrith NSW. She's a 1971 non - pallas body (protruding door handles) - white, motor tight and powerful with 5 speed box, beautiful new interior done by Greg at Syvelle Motor Trimmers (NSW)(black) - you always finish doing up a car just before you are going to sell it, don't you... Recent work includes new front pads, spheres regassed. Drives beautifully, rego till end of July. Please check the link to the website for some pictures and give me a call for further enquiries. **\$9900.00**. Car is garaged in Potts Point NSW T. 0414 292 740 Website link to photos at www.sampsonian.com/ds
Rego number (NSW) QLK-83
JONATHAN CLABBURN

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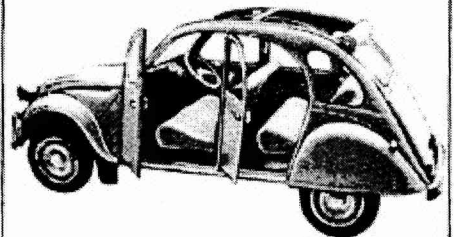
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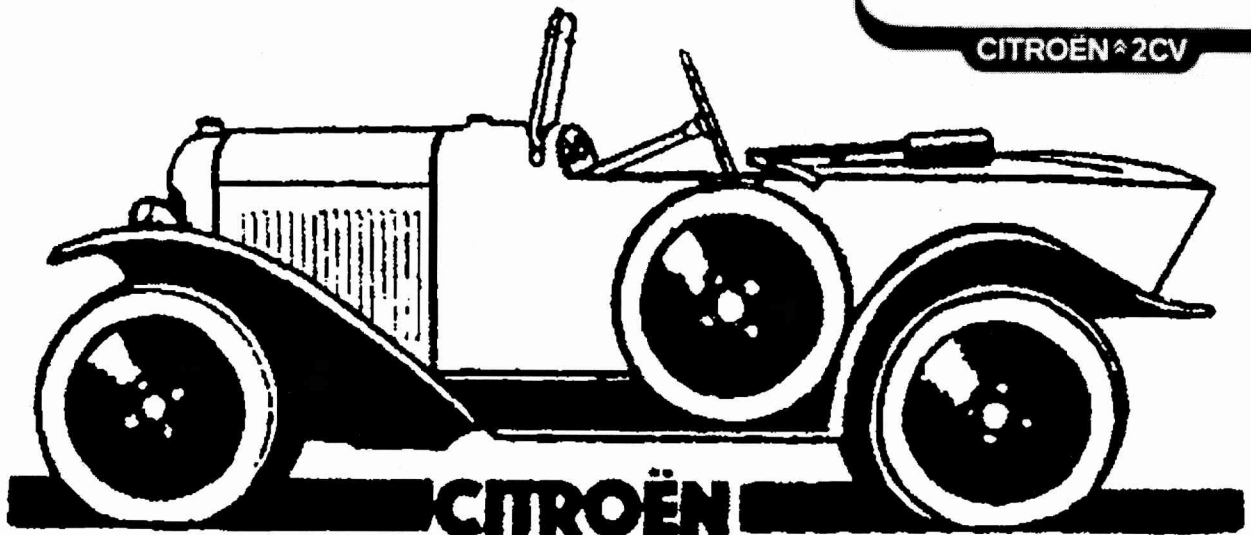


Is there a
tougher,
more practical
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Citroën 2CV

CITROËN 2CV



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