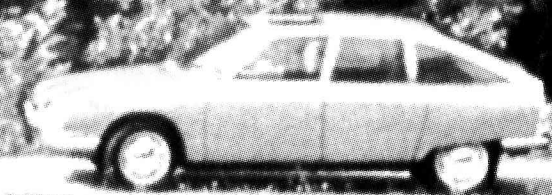


# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR  
CITROËN OWNERS AND ENTHUSIASTS



CITROËN  
CLUB OF

Australia's National Citroën Magazine

March 1985 Vol 28 No 7

**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

Citroën Classic Owners Club of Australia Inc. is a member of the Association of Motoring Clubs.

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 printed in, or adopted from this publication.

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Rolf Breyer, Ted Cross, Mark Ebery, Andrea Fisher, Rob Little, Mark McKibbin, Ian Sperling and Roger Williams.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, February 4.

**MEMBERSHIP**

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

**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 Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

**LIFE MEMBERS**

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

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The cover is an image from the 1973 model year GS brochure.

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[03] 9754 3583

**CITROËNING****CH PLATES**

When sending the VicRoads form to a club officer for ratification, please do the right thing and enclose a stamped, addressed envelope.

**ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?**

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

**FOR SPARE PARTS & TOOLS**

Contact Rob Little.  
Phone: [03] 5823 1397  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)  
[Please do it at a reasonable hour.]

**CLUB SHOP**

For Citroën models, memorabilia and other items contact Andrew & Frances McDougall. Phone: [03] 9486 4221 or [04] 731 0852

**OTHER CLUBS?**

[www.cybernex.net.au/clubs/cccv](http://www.cybernex.net.au/clubs/cccv)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)  
[www.citroencarclub.org.au](http://www.citroencarclub.org.au)  
[www.citroen.aceonline.com.au](http://www.citroen.aceonline.com.au)  
[www.oleopneumatics.com.au/car%20club/citroenclub.htm](http://www.oleopneumatics.com.au/car%20club/citroenclub.htm)



Long time South Australian member, Rolf Breyer, is our featured member this edition. He is the proud owner of a

ED SED	PAGE 4
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## ED SED

Light 15, but here he is talking about his GS Estate. My first encounter with this car was on Raid '88, when it was one of the vital support vehicles – a role it has continued to fulfil in subsequent Raids across Australia.

I am sure that every member of CCOCA has a story to tell about their personal pride and joy. So, why not volunteer to be a featured member in a coming edition of 'Front Drive'? Alternatively, there is the risk that I will apply pressure to persuade you to write, as has happened to a number of members who have been fortunate enough to have been featured.

Those 'mad' Frenchmen who are driving around Australia in their 5CV are also featured this issue.

Enjoy,

Leigh F Miles – Editor.

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Happy New Year! I hope you all made it, and have brushed up the resolutions again to... that's right! To come to more meetings, finish [or start] that

restoration, or just call up that person you haven't spoken to for ages and catch up.

I hope you all like the new paper being used in the magazine, your editor has been very busy negotiating with the printer and has managed to have Front Drive printed on quality stock for the same money as photo copy paper [for the foreseeable future Ed.]. I think it gives the magazine that extra bit of class, if you agree or disagree please tell us.

Lots of events this month including two from the RACV which will have hundreds of classic, vintage and

## GIPPSLAND GAS

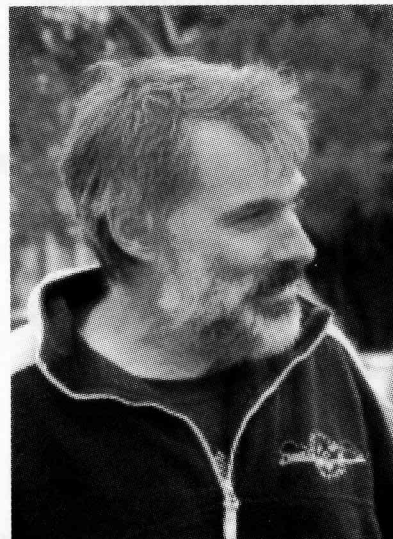
veteran cars present or if you prefer a quieter time the annual CCOCA BBQ on the Yarra is always a great start to the year.

Sadly we have lost our Secretary Max Lewis, Max felt very strongly about the new format of Front Drive and felt he could no longer continue on the committee if the magazine continued in its A5 form. The committee had a secret ballot on the issue [the editor abstained from voting] and voted overwhelmingly for the A5 format. We will miss Max's input on the committee and I would like to thank him for his work as Secretary this club year.

Andrea Fisher has agreed to step in the Secretary's boots until the end of the Club year, thanks Andrea.

Mark McKibbin  
President.

✂



Please note: events with dark headings are CCOCA-arranged events. Those with headings in white are selected items of interest that have been taken from the AOMC programme of events.

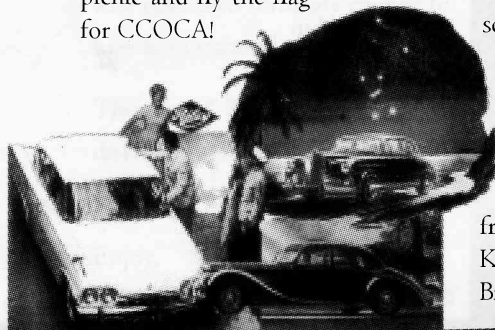
## A-TRACTIONS

★ JANUARY 2005

### RACV GREAT AUSTRALIAN RALLY & ALL BRITISH CLASSIC CAR CLUB CONCOURS

WHEN: Sunday, January 23  
TIME: From 11.00am  
WHERE: Mornington Racecourse, Mornington-Tyabb Rd., Mornington  
COST: TBC  
BOOKING: Not required  
CONTACT: Ted Cross, [03] 9819 2208 [H]  
activities@citraenclassic.org.au

One of the RACV's biggest shows of the year, held in an excellent summery locale. This is a special fund-raising event in aid of the Peter McCallum Hospital. Bring along a picnic and fly the flag for CCOCA!



### AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN: Wednesday, January 26  
TIME: Participants: 10.00, Spectators: 12.00pm  
WHERE: Participants – Northland Spectators – Kings Domain Gardens, Linlithgow Ave., Melbourne.  
COST: Free  
BOOKING: Spectators: not required  
If you wish to display registration is required by November 30  
CONTACT: Enquiries: Kevin Churchill 0412 802 177 or Brian Kelly 9790 2847 [RACV] or Ted Cross [03] 9819 2208 [H] activities@citraenclassic.org.au

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motoring enthusiasts.

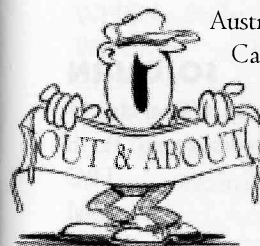
If you would like to display your vehicle, entry forms are available from RACV shops or by telephoning Kevin Churchill 0412 802 177 or Brian Kelly 9790 2847. Only vehicles

manufactured before 31 December 1977 are eligible for entry.

### MONTHLY MEETING

WHEN: Wednesday, January 26  
TIME: 6.30pm  
WHERE: The banks of the Yarra River, by Como North Oval [site of the Concours]  
COST: BYO everything  
BOOKING: Not required  
CONTACT: Helen Cross, 041 935 6963

Even if you have not spent the day admiring the huge range of cars that have taken part in the Australia Day Historic Car Display by the time 6.30 comes around the dinner gong will be sounding in your stomach.



So, pack up the Esky and join CCOCA on the banks of the Yarra for our annual January BBQ.

### ★ FEBRUARY

#### PICNIC AT HANGING ROCK

WHEN: Sunday, February 13  
TIME: TBC  
WHERE: Hanging Rock  
COST: TBC  
BOOKING: Preferred  
CONTACT: Ted Cross, [03] 9819 2208 [H]  
activities@citraenclassic.org.au

This huge meeting of motoring enthusiasts is arranged every year by the Macedon Ranges and District Motor Club Inc. and more event details can be obtained from Ian Goldsworthy [03] 9306 7079. CCOCA encourages members of the Club to come along and fly the Club flag, so contact Ted Cross if you plan to come along.

### MONTHLY MEETING

WHEN: Wednesday, February 23  
TIME: 8.00pm  
WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury  
COST: Free  
BOOKING: Not required  
CONTACT: Ted Cross, [03] 9819 2208 or activities@citraenclassic.org.au

Come along and bring a friend to learn about a simple to use, professional finish paint sealant and protectant. You will meet with Mark & Frank from Fire Glaze Plus Paint Sealant [Prinz International, USA] who will demonstrate this product which has been recently re-launched with the original formula. Technical question answered also about paints and polishes.

Simple to use, Fire Glaze is an exclusive paint sealant that flows like





liquid glass, penetrating and sealing your car's paint leaving an ultra high gloss finish. You can apply this finish yourself. Protects up to three years. This will surely give you the edge at

## A-TRACTIONS

our next Concourse. Stock will be available for purchase on the night if you wish. [cash, credit cards, cheques]

### GET STUFFED!

WHEN: Thursday, February 24  
TIME: 7.00pm  
WHERE: Leigh Miles',  
16 Harrow St., Blackburn South  
COST: Cheap Eats  
BOOKING: Not required  
CONTACT: Leigh Miles,  
[03] 9888 7506  
editor@citroenclassic.org.au

## ★ MARCH

### D SERIES CONVOY

WHEN: Monday 14 to Friday 18  
WHERE: TBC  
COST: TBC  
BOOKING: Essential  
CONTACT: Joe Schembri,  
[02] 9629 1573

The Citroën Car Club of NSW is arranging this convoy trip and will be collecting participants along the way. This is a great way to get you



into the mood for Cit-In but also will ensure you will there for the start of the Pre-Cit-In Southern Sojourn.

### MONTHLY MEETING

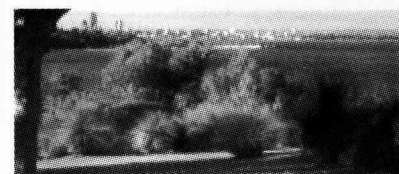
WHEN: Wednesday, March 22  
TIME: 8.00pm  
WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury  
COST: Free  
BOOKING: Not required  
CONTACT: Ted Cross,  
[03] 9819 2208 or  
activities@citroenclassic.org.au

Full details of the activity for this month's meeting will be in the next 'Front Drive'.

### SOUTHERN SOJOURN

WHEN: Saturday 19 to Thursday 24  
WHERE: From Norseman to Perth  
COST: TBC  
BOOKING: Essential  
CONTACT: Shane Harris  
citroen@aceonline.com.au

Rather than travel by the Great Eastern Highway, from Norseman, this tag along tour will depart from Norseman on Saturday 19 March 2005 and travel south to



Esperance on Saturday, then west to Albany on Sunday. There will be a day in Albany to observe the local attractions on Monday. Tuesday encompasses the sojourn through to Pemberton via a tree top walk. The destination on Wednesday is the renowned Margaret River. The Sojourn concludes on Thursday 24 March at the CIT-IN venue in Perth.

### CIT-IN 2005 - PERTH

WHEN: Friday 25 to Monday 28  
WHERE: Point Walter, Perth  
COST:  
BOOKING: Essential by February 28  
CONTACT: Shane Harris  
citroen@aceonline.com.au

Full details of Cit-In 2005 can be found on page 26 of 'Front Drive'.

### MIDWEST MEANDER

WHEN: From Monday 28  
WHERE: From Perth  
COST: TBC  
BOOKING: Essential  
CONTACT: Shane Harris  
citroen@aceonline.com.au

After the CIT-IN you will have the option of joining a 'Mid-West Meander' so you can enjoy more glorious Western Australian scenery.



### SPARE PARTS FUND MEMBERS

For a one-off \$100 fee Spare Parts Fund members receive a 10% discount on spare parts.

Alain Antonious	John Fleming	David Law	Sean O'Brien
Graham Barton	Jason Glenn	Max Lewis	Richard Oates
Andrew Begelhole	Bill Graham	Rob Little	Alec Protos
Paul Bishop	John Greive	David Livingstone	Darien Pullen
Peter Boyd	ND Harwood	Dominic Lowe	Keith Radford
Peter Boyle	John Hawke	Peter Lowrie	Phillip Rogers
Ron Brookes	David Hayward	Iain Mather	Barry Rogers
Roger Brundle	Peter Holland	Ian McDermott	Gaston Saint
Mel Carey	Richard Homersham	Andrew McDougall	Warren Seidel
Gerry Carson	Geoff Hooler	Mark McKibbin	Robert Shackley
Jack Couche	Michael Hort	Leigh Miles	Peter Simmenauer
Jeff Cox	Alan Hurst	Laurie Moers	Lois Smart
Adelino D'Silva	Keith James	Michael Molesworth	Robin Smith
Doug Crossman	Jean-Pierre Jardel	Derek Moore	Barry Teesdale
Jon Faine	Fred Kidd	Dave Morrell	Mark Vickery
Greg Fienberg	Rob Koffijberg	Ronald Murray	Brian Wade
		Mike Neil	Hughie Wilson

This tag along tour will include the Pinnacles, Stock Yard Gully Caves, Coalseam Park and the Benedictine Monastery. More details will be available at the CIT-IN, however if

## A-TRACTIONS

you are interested in participating please tick the appropriate place on the registration form.

### ★ APRIL

#### GET STUFFED!

WHEN: Thursday, April 7

TIME: 7.00pm

WHERE: Leigh Miles',

16 Harrow St., Blackburn South

COST: Cheap Eats

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506

editor@citraenclassic.org.au

#### TOURING GIPPSLAND

WHEN: Sunday 17 to Friday 22

WHERE: Gippsland

COST: ~\$600 to \$650

BOOKING: Essential

CONTACT: Ted Cross,

[03] 9819 2208 [H]

activities@citraenclassic.org.au

or Rob Little, [03] 5823 1397 [H]

spareparts@citraenclassic.org.au

An expression of interest was asked for at Benalla last June if members were interested in an extended touring event, at least seven couples raised their hands, so here is the chance to participate.

The anticipated date of departure would be Sunday, April 17 for a five night tour of Gippsland, the accommodation will be at 3 star or better motels with dinner, bed and breakfast included, it is our aim to take at least 12 cars or more.

The timing will coincide with the first week of school after the holidays, this time has been selected as motels are more conducive to making deals out of peak times and the weather is still normally warm and moderate and does not conflict with other events arranged by other clubs or members. Costs: It is hoped that we could contain the costs to fall between \$600 - \$650, this would include entry to

attractions included in the itinerary, you will be responsible for lunches, morning & afternoon teas as well as your car running costs. Our promise is to take you to places and items of interest you have never seen before as well as calling in on other Citroënists in the area. Roads used will be all sealed, but there may be some exceptions if one of our members does not live on a sealed road and we wish to visit. This will not be a car breaking trip but a safe, reliable car will be required as Gippsland is not noted for its flatness.

We do need as much time as possible to plan this trip if we have sufficient numbers for it to go ahead, we will be calling for a deposit from all participants and payment will be made in advance in instalments so each party will be paid for in full before departure.

If you are interested please contact the activities director, Ted Cross ASAP.

#### ANNUAL GENERAL MEETING

WHEN: Wednesday, April 27

TIME: 8.00pm

WHERE: Canterbury Sports

Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,

[03] 9819 2208 or

activities@citraenclassic.org.au

Because of the clash of the March Meeting, which would normally see the AGM occur the Committee has determined to delay this essential event of the Club year by one month.

#### VOLUNTEER!

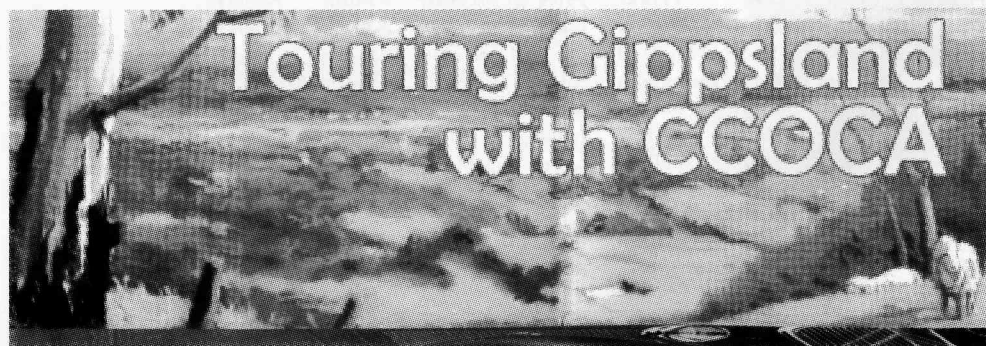
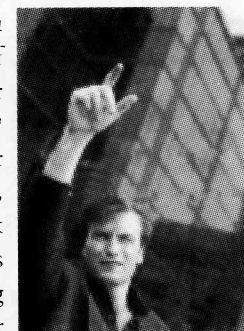
Have you thought of standing for Committee?

Our President, Mark McKibbin is standing down, under

the three year rule, but remember all Committee positions are 'up for grabs'. So, complete the nomination form that will be included in Volume 28, Numbers 8 and 9 of 'Front Drive'.

#### VOTE!

Voting for next year's Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. If you will not be able to attend on the night, be sure to submit your proxy form, which will also be available in coming editions of 'Front Drive'.



There is a small group of five French men and one Belgian who are currently driving a pair of mid 1920's 5CVs around Australia. After arriving in Perth about

be in Melbourne the next day and this happened to correspond with our committee meeting. Ted Cross contacted them and found out they needed accommodation on the West

# 5CV Salute!

a month ago and travelling in a clockwise direction they recently passed through Melbourne. Considering that these little cars have a top speed of 60 kph, they are setting a cracking pace.

The reason for the above introduction is that on November 16 we found out that the intrepid explorers would

Ocean Road. Yves Schieseck helped find accommodation, a suitable restaurant and acted as interpreter for the night, Ted also guided them through town to their Camping ground.

The group was made up of Guy Benichou [Organiser], Jean Paul Gilly [Doctor], Alain Blatiere [Journalist]



Jean Pierre Richard [Mechanic] Jean Pierre Bouchet [Logistics] and Christian Mullaert.

So on short notice, a small group of CCOCA members joined them for a meal the night they stayed in Melbourne. In an evening of filled with smatterings of French and English we were very grateful for Yves' translating ability. One of the organisers Guy described his delight on meeting Tom and Lois Newsome [who travelled the same path in a 5CV

two years ago in a 5CV] and driving Ron Westwood's 5CV which was the first car to travel around Australia.

Over a long evening there was only one question left unanswered, pourquoi? Why would this group travel around the world to drive their lovely cars around a strange country. Of course, there was no straight answer, but I suspect it involved a sense of adventure and a love of driving their cars.

Andrea Fisher & Mark McKibbin ⚡



*Opposite: Some members of the CCOCA Committee were fortunate enough to catch up with the intrepid 5CV drivers for dinner when they came through Melbourne. Left top: Leaving Beaudesert. Left below: Lunch in the Daly Waters Pub – ex-Raiders will remember this scene from our visit on 1992. Inset: With the cars when they arrived in Perth. More pictures can be found on the web site, [http://asso\\_australienne.carnets.australia-australie.com/](http://asso_australienne.carnets.australia-australie.com/)*



Considering that the GS was such an important model for Citroën – plugging the large gap that had existed in the company's range for many years between the

also made with some metal parts in a version marketed as part of the Norev Jet-Car range]. Both the Solido and Norev versions appeared in 1972. Both are good models, though the

## TOY A-TRACTIONS

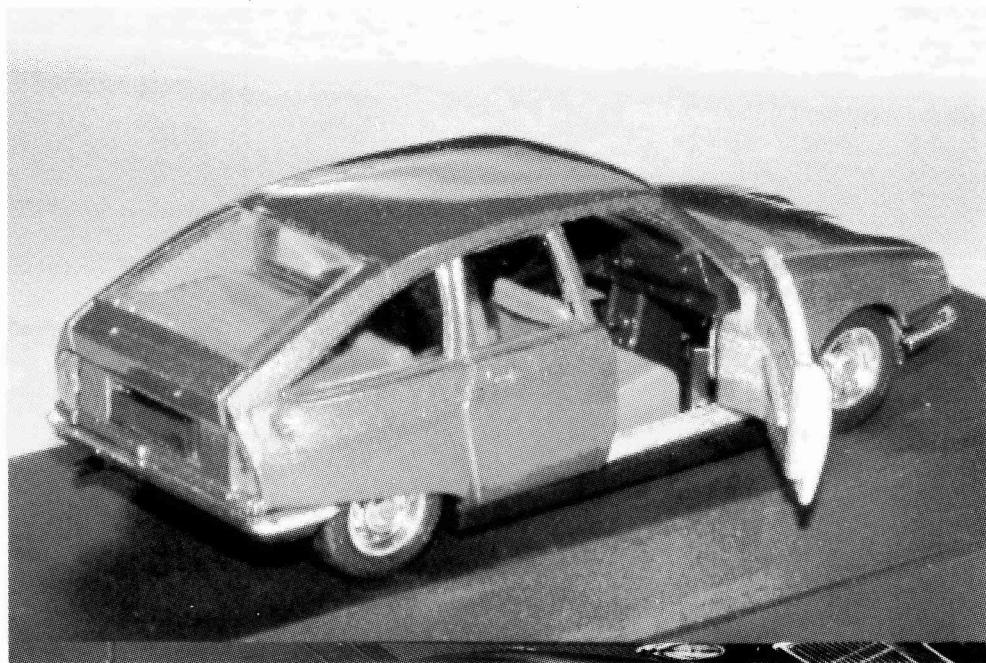
*The Verem/Solido version of the GS – this model was purchased in 2004 at the French National Motor Museum in Mulhouse.*

small two and three horsepower 2CV, Dyane and Ami models and the much larger ID/DS range – and that almost two and a half million were made over the seventeen-year period between 1970 and 1987, it is strange that there are relatively few toy replicas of this car.

Probably the most commonly found models of the GS are those that were made by Solido [in metal], and by Norev [originally in plastic, but then

Solido version looks perhaps a little bulbous and heavy due to its over-large 'chassis'. After being out of the catalogues for a number of years, the Solido model is once again available, marketed under the Verem brand. The Italian Polistil company was another that produced a model of the GS and like the Norev versions, some made by Polistil are in plastic, whilst others have metal bodies.

Curiously, neither Solido nor Norev opted to produce models of the GS



station wagon, or 'break', which was a car that was particularly popular in its native France. Almost the only model of this version of the GS was made by the Portuguese company, Luso-toys. Their model came out in 1979, and was marketed with a very large variety of colours and decals. The latter include Policia, Ambulancia, Michelin, SAMU Croix-Rouge and Gendarmarie stickers, amongst many others.

Majorette, the French equivalent of Matchbox Toys, brought out a 1/65 scale version of the GS in 1971. In a slightly larger scale, Majorette also produced a model of the Bertone GS styling exercise, the 'Camargue', which saw the light of day at the 1972 Geneva Motor Show. This was a low-slung two-seater featuring very large windows. Rather slab-sided, it was not one of Bertone's better efforts. The 'Camargue' was also made in model

*Mark Ebery's Solido model, in front of the Solido catalogue. The models shown are VW Golf, Renault 12 Break, Renault 14, Ford Escort, Citroën SM, GS, Renault 17 and Matra Bagherra.*



form by Norev in 1/43 scale, and was in the company's catalogue for several years from 1972.

A few other models of the GS have been made by smaller toy companies,

## Toy A-Tractions

*The Portuguese Lusotoys' GS Pallas Estate [a version never produced in real life, to the editor's knowledge] in Red Cross livery. The crude stickers on the doors mean these no longer open!*



The turnaround in fortunes could come rapidly: the French branch of Dinky Toys produced some of its best models and its widest range in the mid-1960s but by 1970 it found itself in severe financial straights. There

was little money to spare to create new dies. Production soon ceased in France, shifting to Spain for a short while before closing for good. Since first introducing a model of the Citroën Traction IIBL in 1949 French Dinky Toys had always featured Citroën models prominently in its catalogue, but it never made a model of the GS. Another French toy company, Minialuxe, also always featured Citroën models in its catalogue, but closed its doors shortly after producing its version of the GS.

Minialuxe production was never very large, and its GS model is very difficult to find, particularly so when it comes decorated with 'Service de Presse' stickers as part of a Tour de France gift set that also includes five cyclists.

### PART-WORK

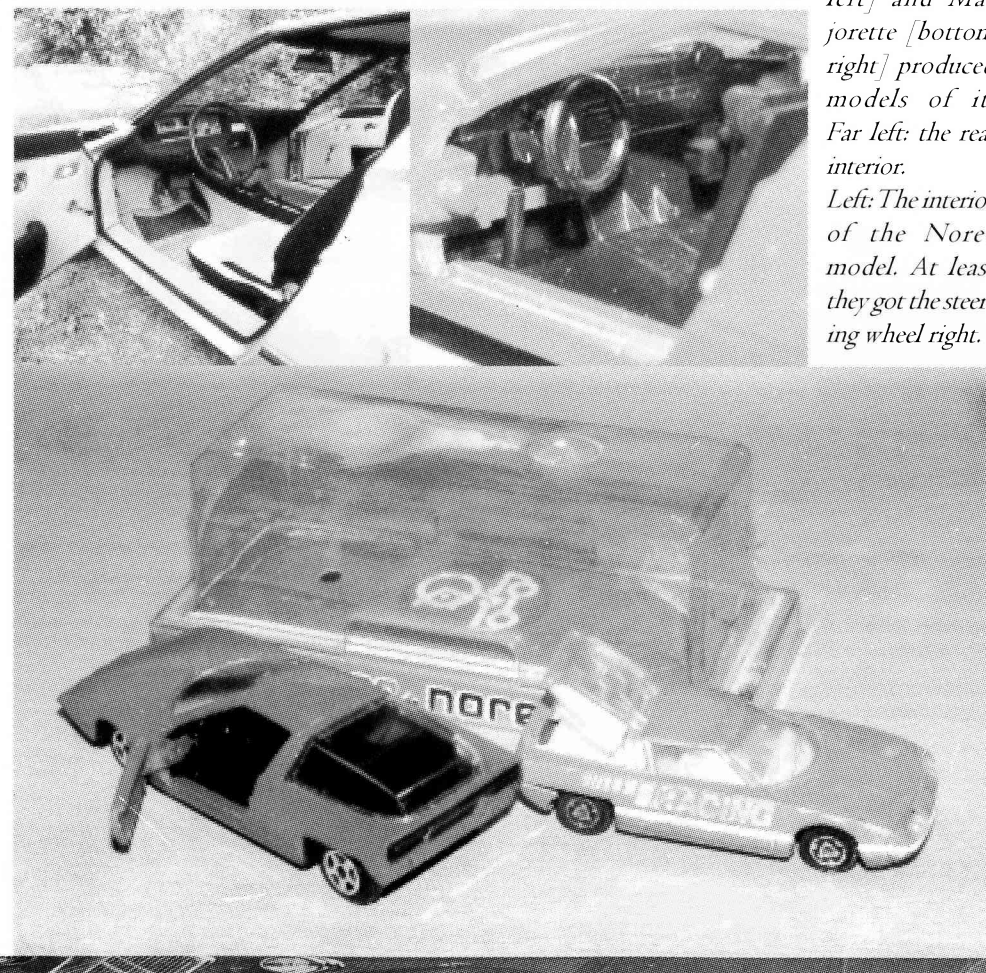
### CITROËNS

Many old Norev and Eligor models are becoming available again at French newspaper kiosks. They are being sold

packaged together with a magazine. The magazines are part-works that, over time, can be collected to form reference books. From November 2003 the publisher Hachette has collaborated with Norev in the Collection 2CV series, subtitled 'Le Fabuleux Destin D'Une Voiture Populaire'. Each fortnight a different version of the 2CV appears, together

*While Bertone's GS-based design exercise, the Ca-margue, never made it to production both Norev [bottom left] and Ma-jorette [bottom right] produced models of it. Far left: the real interior.*

*Left: The interior of the Norev model. At least they got the steering wheel right.*





with a magazine that includes articles on the car's history, maintenance, clubs and associations, and so on. The series may run up to a total of about 30 magazines and models. Versions

of the dies must have required considerable reworking to reproduce the special features of particular models so faithfully.

Hachette has also recently

## TOY A-TRACTIONS

of the 2CV that have appeared have included the 1956 2CV AZL à malle bombée [in other words, with a luggage boot stuck on the back], the 1961 4x4 Sahara cross-country, the extraordinary 1960 'bicéphale' which was built for the fire brigade of the small southern town of Cogolin. This device featured two engines and two steering wheels so that it could be manoeuvred through the narrow streets without having to be turned around. Another very special version of the 2CV featured in the Hachette-Norev series is the wartime 'Cyclope' prototype, which as its name suggests featured just one central headlight. Each model comes with a box, with a packing-case design reminiscent of early Norev packaging from the 1950s. The models are based on Norev dies, but are made in China; they are beautifully detailed, and some

*This image of the Minialuxe GS with five cyclists comes from Marc Herman's & Fabien Sabates' book 'Encyclopédie Des Jouets Et Miniatures Citroën', in the possession of Mark Ebery.*



GS/055

The GS Citroën. The Australian Experience.

By CCOCA member Rolf Breyer in the Adelaide Hills in South Australia.

Many may have laughed at the GS over

the years, but the truth is this Citroën model was always underestimated by Citroënists and somewhat dwarfed by its bigger brothers. That is to say the Big Brothers, the DS and later the CX that were around at the time the smaller GS came onto the market here in Australia in the '70s and '80s.

It was often seen as the poorer

cousin of the bigger Cits of that time. Being underpowered in comparison [have you ever driven a CX 2200 C-matic? It makes a GS look powerful. Ed.], the GS has

## MEMBER'S MODEL

proved to be a remarkably practical and tough vehicle over the years, with many good examples still on the road today around Australia. But, they are fast disappearing.

My belief is that as numbers of the GS dwindle people will realise and wake up to the fact that it was an amazing car for its time, and continues to be so today. At the moment the GS is a relatively cheap





classic car to restore and find parts for. Not only is it cheap to run, it is easy to park in congested urban areas. And yet it is also able to travel with remarkable endurance on some

have since acquired a 2 CV, a Paris built DSI9M, an Aussie built IDI9, a GS 'Convertisseur' [and a gaggle of IDs and GSs as 'war trophies' for parts supply]. The 1015 was

## MEMBER'S MODEL

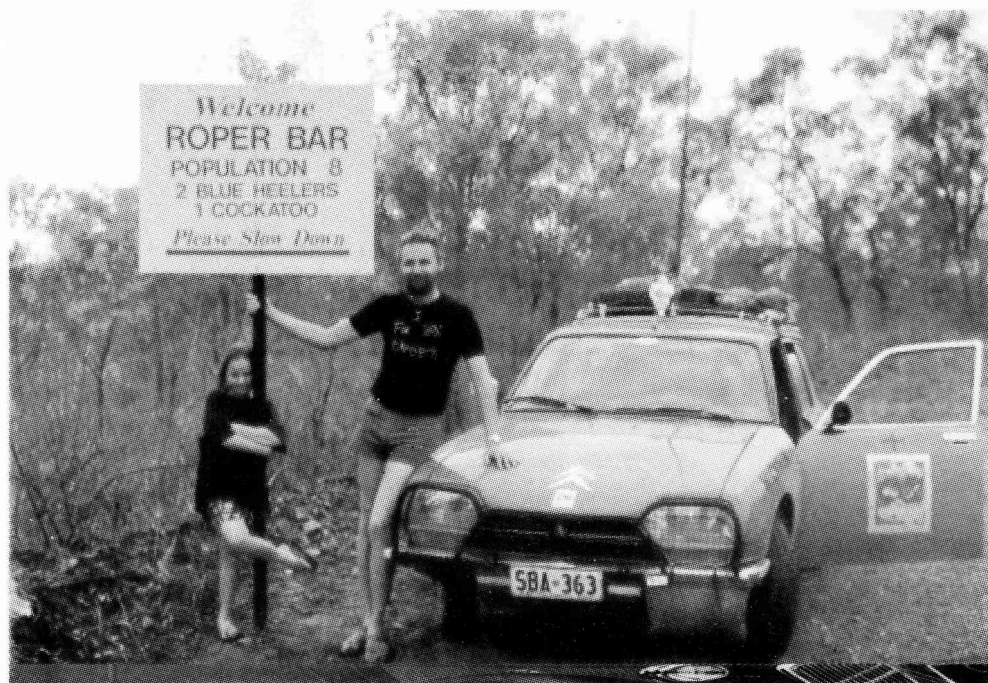
of the roughest roads in Australia, which has also some of the roughest terrains to traverse in the world. Having participated in my GS 1220 Club 'Break' as a support vehicle in several 2CV RAIDS pay's testimony to that.

The story of my first GS goes back to 1983 when I bought a GS 1015 sedan. Just to digress here, my first Citroën was a 1950 Light 15, and I

unfortunately in poor condition and needed work to bring it back to good mechanical condition. Once I sorted out these problems it became my every day commuter.

However within a couple of years of having started a family, there was a need was for a bigger car. So I sold the GS 1015 and in 1985 I bought, yep you guessed it, a 1974 GS 1220 Break. It was in good condition and had oodles of space for my first

*Rolf and Jessica, along with the crew of Raid '92 were about to do amazing things at the population of Roper Bar.*



daughter Jessica, her pram and the bags of gear that goes along with having babies, along everything else that one takes to Citroën Rallies around Australia.

It turned out to be a remarkable car that accommodated a growing family with the birth of my second daughter Caitlin. We travelled on numerous holidays interstate and being the sort the chap that likes camping and going bush we often took our camping equipment with us. This GS was also the first car I taught both my daughter's to drive in out in the bush.

In preparing the GS Break for participation in the 2CV RAIDS as

a support vehicle, I improved a little on the design by adding a few extras. I made a parcel shelf and cargo barrier which greatly increased carrying capacity behind the rear seat. I added a roof rack kindly donated by a DS Safari [where Mr Bibendum sat for thousands of kilometres], and also added a sump and fuel tank guard made from light weight sheet metal. I also made a lightweight roo bar with stone protectors for the headlights. I fully overhauled the hydraulics and re-gassed the suspension spheres, and fitted new Michelin 155 X 15 M+S tyres, which were great. I changed the internals of the air filter with a K & S foam air filter that worked

*Three GS Breaks on the beach. Left to right: George Hamada, Rolf Breyer and Bruce Elsegood.*



## MEMBER'S MODEL





well in very dusty conditions.

The GS was first launched in Paris in 1970, and won the European Car of the Year award in 1971. Technically, it was built with many

1,015 cc flat four air-cooled boxer engine with 4-speed transmission was offered, with some 1,129cc engines appearing on the market as the GS Special. By far the most

## MEMBER'S MODEL

innovative automotive features such as centre point rack and pinion steering, inboard front disc brakes, as well as rear disc brakes. In addition, it features the hydropneumatic self-levelling suspension with adjustable ride height.

The GS came out to Australia in a number of models. Initially the

common model was the 1,220cc known as the GS Club Sedan and station wagon or known as the 'Break'. By the mid-1970s, when the price of these great little cars had escalated more and more of the cars that came into Australia were in Pallas trim, rather the more prosaic Club or Special. Transmission was also available in 'Convertisseur' or 3 speed semi-automatic gearbox. Later, there were also some private

*Raid '92 again. This time Rolf and Jessica are outside the Birdsville Hotel.*



imports of the GSA with the 1,300cc engine with a 5-speed box, but I am sure Monsieur Editor will cover this in detail at some later stage. [Well, the intention was to cover the importation of a GSA C-matic, rather than the 5-speed, but I take your point, Rolf. Ed.]

It is interesting to note from a 'progression of design' point of view; – if you get the chance to eyeball a 2CV, an Ami 6 and a GS together and look in detail – how much cross pollination occurred in the mechanical aspects and body styling from one model to the next, including some sharing of components.

The GS had its heyday amongst Citroën enthusiasts here in Australia in from the mid '70s to the early '80s however declined in popularity as it was seen as being less 'prestigious' as the DS and CX, and the cost of repairs became too expensive given the perceived value of the car. However there have been a small band of enthusiasts here in Adelaide such as myself and others like Brett Rogers who enjoy driving and working on the GS. Brett is about to head off to Tasmania shortly to boost the number of Citroën members across Bass Strait with his 1015 and 1220 GS Breaks. So after some 22 years of owning GSs my experience of them is that

*On Raid you do eventually become inured to signs saying 'Four Wheel Drive Only'. We know that is not true.*





they are a remarkably reliable car, given regular servicing and maintenance. Being powered by the air-cooled flat four, boxer motor, [based on the 2CV engine] the

handbook says to change the oil change every 5,000kms however with the cost of oil and filters these days well... your call.

For the gearbox you might also want to try a BP product called 'Energear Easy Shift' for the manual transmissions ONLY, not the semi automatic boxes. This product seems particularly helpful with that 'notchiness' that can happen on second gear in particular. For the C-matic semi-automatic gearbox the best oil is Total T, specially developed by Total for this particular application. Unfortunately Total no

## MEMBER'S MODEL

engines are bullet proof, but regular oil and filter changes are mandatory, every 7,500kms is adequate if using a good quality oil. My personal preference has been Penrite HPR 30 or 40 if the engine is getting on. [I am not endorsing any particular product here though]. Currently my GS has clocked up over 380,000km and still going strong. The



longer make it... so you might need to find a friend with the right stuff. While there are alternative oils, nothing compares with the real thing for ensuring the gearchange on these 'boxes is as it should be. Moving on to working on the GS, most jobs on the vehicle can be tackled by the home mechanic, finding yourself a good workshop book or factory manual is a must. The hydraulics are remarkably robust, again keep changing the LHM as recommended and keep the spheres gassed up, flat spheres will damage the car in a relatively short period of time. The job I have found that I least relish is joining up the exhaust 'Y' piece to the

exhaust manifolds, but each model Citroën has its foibles.

The things I really like about my GS are that it has taken my family and myself to many amazing places around Australia that I would not have travelled to in a conventional car. I think the front wheel drive is a real plus, as well as the amazing suspension, which really does 'soak up' the rough terrain! The best thing is that I have made many great friends around Australia, and met many great Citroën enthusiasts from around the world. I have many fond memories having travelled in this great 'little' GS Citroën.

Rolf Breyer.



*Bush Camp on Raid. For those who have not done it, there is nothing that compares with setting up camp in the middle of nowhere with a pack of Citroën enthusiasts.*



The Association of Citroën Enthusiasts of Western Australia have the pleasure of hosting the 2005 CIT-IN in Perth, the capital

In addition to participating in loads of optional activities you will also have the opportunity to take time out in the riverside café, squeeze in a round of golf at the adjacent golf course or take a walk in the nature reserve.

# Cit-in 2005 PERTH

city of Western Australia. Western Australia is renowned for its brilliant blue skies, warm sunny climate, magnificent ocean sunsets and brilliant white beaches.

The Cit-In will be held at Point Walter, on the famous Swan River, located between Perth and the vibrant port of Fremantle.

The riverside venue, a conference centre at Point Walter is located about 10 minutes from Fremantle. Point Walter offers excellent city views, natural parkland and a swimming pool.

The event will be fully catered in the on site dining room and the amenities are comfortable for those who just need an excuse to kick back and relax. Alcohol will be available for purchase on site.

Whether you choose to drive to the CIT-IN or fly to Perth to attend, the central

location leaves a lot of opportunities open for you to enjoy the sights and sounds of our beautiful state.

We welcome anyone who has a Citroën to attend the Grand Display, from 9.00am on Sunday 27 March. This is a unique opportunity to participate, without any charge, in what promises to be the largest display of Citroën vehicles seen in Western Australia.

If you wish to attend the Easter Sunday; Breakfast, Lunch and Dinner on the Grand Display Day, purchasing a Day Ticket is essential. The cost of this Day Ticket is \$60 per Adult and \$30 per primary school aged child.

Day tickets for breakfast, lunch & dinner on the Grand Display Day may be made available from 1 March until 4 March, if not booked out. The availability of these tickets depends on seating provisions in the dining room, after those who have booked for the full Cit In event have been taken into consideration.

Registrations for the Cit In close on 28 February, three weeks prior to the event. This time limitation is set in place by our caterer, and whilst we will attempt to assist late registrations, we are unable to persuade our caterer to provide meals.

Registration forms can be downloaded from the ACE web site by going to [http://www.citroen.aceonline.com.au/citin/Cit\\_In\\_2005/registration.htm#a](http://www.citroen.aceonline.com.au/citin/Cit_In_2005/registration.htm#a) or you can contact ACE by post at Snail Mail: ACE PO Box 108 North Perth WA 6906

## DECEMBER

Last night the Cit-In Committee met and we are well aware that the clock is ticking down and soon! – oh so soon! It will be Easter 2005.

We in the west know so well how far it is from the east and what a commitment it is by all who will make the effort to come to the Cit-In we are planning.

I do not want to spoil the event by telling you of all the activities we are planning but there will be lots to do and see and our club shop will include some rare and unusual items, which will mark this special occasion.

The special table displays for our banquet night are a unique creation as many people have had a hand in making or giving ideas to make them special for you our guests and they will be for sale at the end of the weekend.

We are looking forward as a club in giving all that attend a great Western Australian treat. Remember to book early to secure a room, and for those who wish to bring their caravan or tent the site is all lawn with shady trees with spectacular views over the Swan River toward the city of Perth.

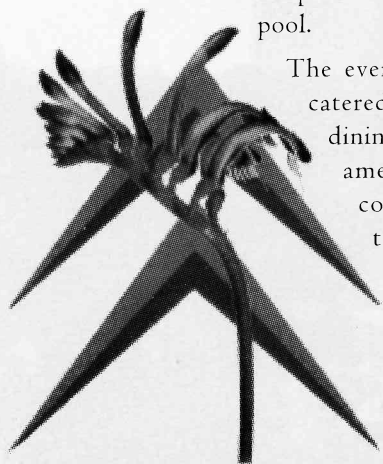
Our South West and Midwest meanders are on black top so your loved cars will not be damaged.

Come West Citroën Enthusiasts. See you at the Cit-In 2005

Bob Senn – Committee Member.

## POST-CIT-IN MIDWEST MEANDER

After the CIT-IN you will have the option of joining a 'Mid-West Meander' so you can enjoy more glorious Western Australian scenery. This tag along tour will include the Pinnacles, Stock Yard Gully Caves, Coalseam Park and the Benedictine Monastery. More details will be available at the CIT-IN, however if you are interested in participating please tick the appropriate place on the registration form. &



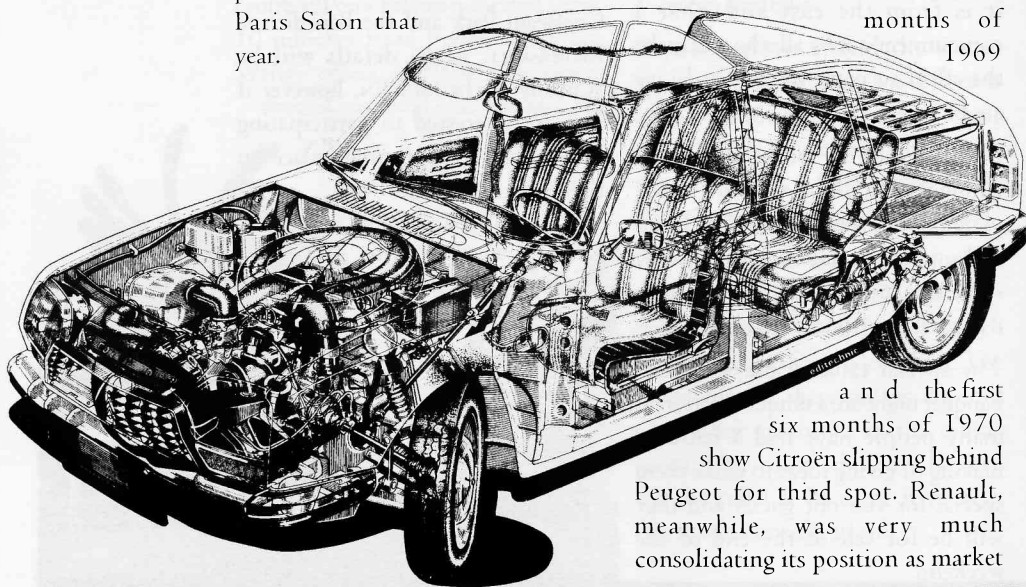
Back in 1970, when the GS first arrived on the scene, the respected French motoring journal, *L'Automobile*, published what it headlined on its front cover as

## PERIOD PIECE

the first road test in the world of the new Citroën. The test was conducted on the roads around Donegal on the north-west coast of Ireland, far from the snooping cameras of scoop photographers from rival journals. Published in the September issue, the test followed a blurred photograph of the new car that had appeared in the magazine the previous month, and would have whetted the public's appetite in advance of the presentation of the new car at the Paris Salon that year.

In many ways Citroën was really on a roll in 1970: the very glamorous SM had been announced at the Geneva Show; a great deal of interest was being shown in Citroën's version of the Wankel rotary engine, which at the time was being tested in a

small Ami-based car called the M35; and news of a medium-sized car with the hydropneumatic comfort of the DS range caused very great interest. On the other hand, not all the news was good for Citroën: whilst the company had accounted for over 30% of the French car market in 1965, the large gap in the range between the small 2CV/Ami models, and the much larger ID/DS series, was hurting sales. *L'Automobile's* comparison of sales between the first six months of 1969



and the first six months of 1970 show Citroën slipping behind Peugeot for third spot. Renault, meanwhile, was very much consolidating its position as market

leader: in the first half of 1970 its sales, at over 560,000, were more than twice those of Citroën. Whereas Renault and Peugeot sales had risen 15.2% and 19.5% respectively, Citroën had only managed a 9.7% increase. The new mid-range GS was, therefore, a vitally important model for Citroën.

It was with this thought in mind that *L'Automobile* commenced its test of the new car, mentioning 'les rumeurs' about the troubles that were facing the Quai de Javel because of the large gap in its range of cars. The number one objective of the GS was to enable Citroën to forget its troubles, the magazine commented.

For the most part, the testers liked the elegance and practicality of the

design. The simplicity of the car's outward appearance came in for much praise ['une distinction certaine'], as did such features as the large amount of luggage space that could be accessed via an opening designed to enable one to avoid having to lift items over the car's rear bumper. Likewise, Citroën's beloved single-spoke steering wheel was admired because of the excellent view it afforded of all the main controls. 'Les commandes de climatisation' [we'd call them climate-control these days] were also praised. Coming in for some criticism, however, was the speedometer: 'Originale, mais peu pratique' – original, but not very practical. This was the odd revolving-drum device with a permanently



*This illustration is from the 1973 model year brochure [which also featured the GS Birotor] shows a GS Pallas in front of the Auberge du Sombrol in St Cirq-Lapopie.*



illuminated magnifying glass through which one could see the car's speed. The GS was not the first car sporting such an unusual speedo — the idea had first seen the light of

given that the engine was air-cooled, the magazine particularly liked its quietness, helped no doubt by the very aerodynamic lines of the car. A top speed of 148.7kph was quoted, although it was admitted that this speed had not been

## PERIOD PIECE

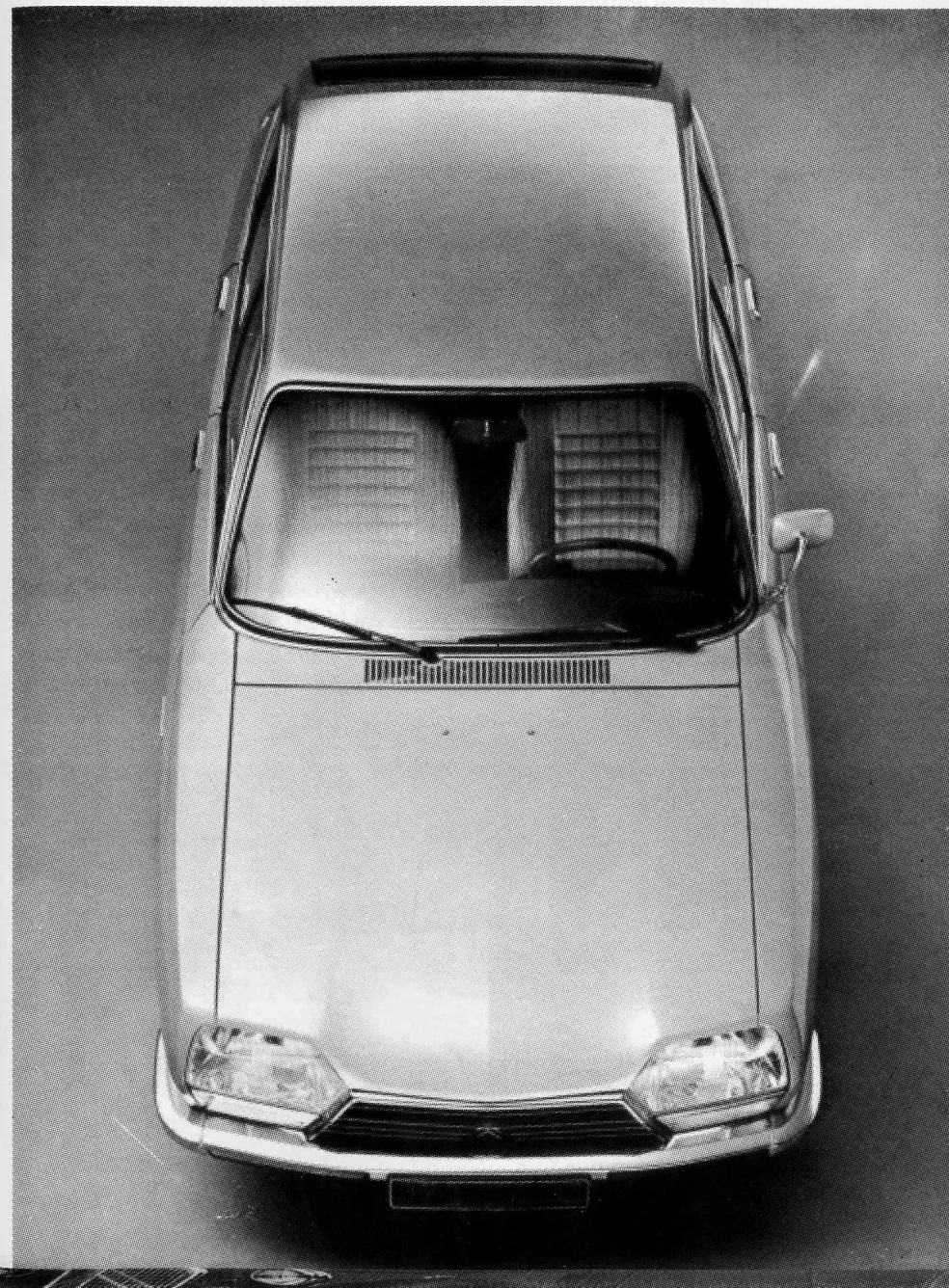
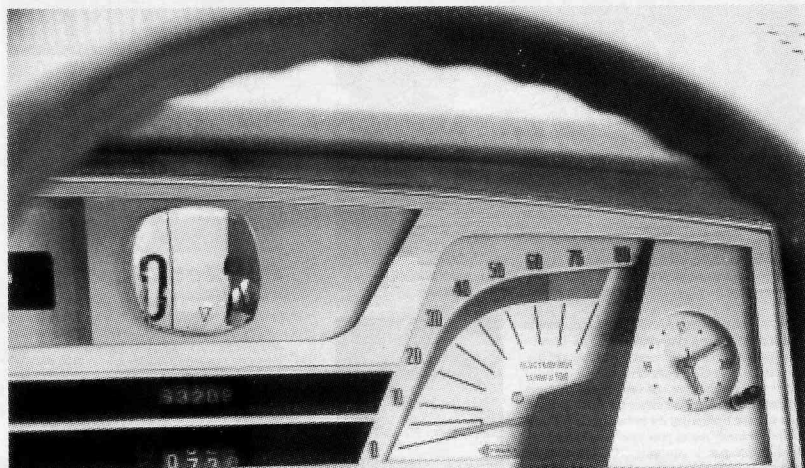
day in the thirties, but had never really caught on. Citroën's revival of the gadget was certainly a talking point, but it did not prove particularly popular, and was dropped on later versions of the GS. [It should be noted that with the launch of the GSA the revolving drum speedometer and tachometer made a re-appearance. Ed.] Also coming in for a little criticism in those pre anti-tobacco days were the small rear ashtrays!

So what did L'Automobile think of the car's 6CV 1,015cc 4-cylinder all-alloy engine? Rather surprisingly

reached on the test. The car's somewhat poor acceleration times, however, did receive criticism, as did the fairly high fuel consumption. [A heaviest fuel consumption of 13.4l/100km was recorded, and a best of 8.6.]

The centre-piece of the test was a 345kilometre journey around Donegal. Given the nature of the roads, which were undulating, twisty and narrow, and were likened to those in parts of Brittany, the magazine was very impressed by the average of 70kph that was achieved on the journey. High praise was given

*The original GS was launched with a cyclops-eye speedo. Although not well received at launch, and soon replaced by conventional dials, it reappeared with the launch of the GSA.*



for the car's front and rear disc brakes, road holding and the precise feel of the steering. A centrepiece of the car's appeal – its hydropneumatic suspension system – was highlighted

cars that L'Automobile considered were its rivals. These included the Opel Kadett at 9,500 francs; the Simca 1100GL at 10,185; the Renault 12 at 10,480; the NSU 1200 at 11,700; and the Peugeot 304 at 12,180.

## PERIOD PIECE

in a number of detailed cutaway drawings and came in for much positive comment, though it was noted that the car had a slight tendency to pitch a little on some of the more tortuous roads.

The test quoted a price for the standard GS in France of 11,380 francs, the better-equipped Club version being 12,200 francs. Prices included a guarantee for six months, which covered parts and labour. Prices for the highly advanced GS were at the top end of those for the

A rough translation of the test's conclusion was: the Citroën 6CV GS is certainly a car that, in its category, has the most attractive personality. The car confirms Citroën's wish to produce cars not like others ['des voitures pas comme les autres']. Comfortable, safe, the car will give much loyalty and enjoyment to the driver. Briefly, if the car's real qualities could be coupled with just a few more horsepower, it would be very close to being a true success!

Mark Ebery



*This rural idyll featured in the 1973 GS brochure – all white suits and Zapata moustaches!*



**F**leet Follies this edition features Ian Sperling, Graham Barton and Mark McKibbin.

Ian has been disposing of tyres in an environmentally friendly manner and refurbishing wheels while Mark seems to

have very busy with his Traction and Leigh has almost found true heaven.

**MARK MCKIBBIN – PRESIDENT IIBL**

I have at last finished the mechanicals on the Traction. During the Raid I found many of my first efforts were not really up to scratch so they have been redone and I must say I am very happy with the result. Of course, after I finished refitting the engine I came up with a much better front gearbox mount but that will have to wait for next time, I do not think these projects ever really finish. Here is a list of non-standard modifications to the car in order of effect.

1. IDI9 Engine and Gearbox [cruise on 110kph all day]
2. Rubber inner upper suspension bushes [makes the front end very quiet]
3. Rubber engine mounts [removes all shudder]
4. Modern CV joints [allows more steering lock and they are durable]
5. 15" wheels [4 tyres for the price of 1]

6. Adjustable lower ball joints [with screw not shims]

All the above are reversible however they are so good that I have put the Traction on full registration and it has

## FLEET FOLLIES

become the sunny day work car. The car sill looks pretty scruffy so 2005 may be the year to do something about that.

5CV

No work done other than greasing and fitting a power outlet under the car so that I can attach a magnetic based rotating orange warning beacon on the right hand rear mud guard. No I am not trying make the red 5CV look like a fire engine, I am just terrified of being run over!

IDI9b

The ID has had the front brakes binding for some time so its currently at the local garage getting that straightened out, then its to go up for sale so look out for it in the classified section of 'Front Drive' soon.

SM

Engine to come out this month so it can get new exhaust valves, timing chains and various other mods that are now standard practice on these vehicles. The SM had a bad reputation when new for engine failure. I hope that these weaknesses will be



addressed with these modifications and if I pull my finger out I will drive it to Perth for Cit In.

2CV

somewhat dented wheels. The others were 135 road size tyres without wheels.

From David Gries I was able to get eight rusty old wheels and tyres.

## FLEET FOLLIES

It is a 2CV so there really is not much to say. Oil change coming up so I must order a filter from David. As they say, 'drive it like you've stolen it'.

Mark McKibbin

### IAN SPERLING — COMMITTEE PERSON

Recently I have been sorting out wheels and tyres. Following the 2CV Raid much earlier this year this year I have found myself with two sets of tyres. One set were I45 Raid tyres, which are on my one set of

as packing around more valuable 2CV parts when they were shipped out to Australia.

First step was to remove the tyres, all far past their prime. Rather than dumping them, the cost of \$4 per tyre for disposal is well worth the warm fuzzy feeling. As I understand it, there is a levy on the disposal of old tyres which is intended to assist in reducing their impact on the environment. Generally, if you purchase new tyres the cost of disposing the old ones is built into the price of the new ones. However, if like me, you simply wish to dispose of old tyres the council rubbish disposal depot, tyre retailer or almost anyone will charge you the levy directly.

What happens to the tyres? I believe they can be recycled in a number of ways, primarily in the creation of plastic products. What actually happens, how much is recycled and how much ends up as land fill I do not know. I suspect an engineer such as Ian McDermott would have a better idea.

After cleaning the thick bitumen like

Originating from the UK, they were used

muck off the wheels, the best six of them were off to be blasted and powder-coated in oyster white, the closest shade to Citroën grey. Now the wheels complete with tyres and hubcaps are on the car and they look great. Early in the New Year I will sort out the other set of wheels.

Ian Sperling

**LEIGH MILES — PUBLICATION EDITOR**  
Last edition of 'Front Drive' had a couple of pictures of my CX in the paint shop. Well, it is out of there and is back in Melbourne.

Thankfully the VASS Report [the replacement for the old Engineer's Report] was not too difficult to obtain. The main issues that had to be addressed were the fitting of child safety belt mounting points, the exterior driver's side rear view mirror glass was loose and the petrol filler hole was too big.

The hole was too big? Yes, despite the fact that leaded petrol is no longer available, the petrol filler hole must be small enough to only take the small unleaded nozzle. Bureaucracy!

Next on the list was the Roadworthy Certificate. It will come as no surprise that a new windscreen was required. I sometimes think that any car six months old in Australia would need a new windscreen to pass a 'roadie'. However, some of the other things on the list did come as a surprise.

Driver's side rear view mirror glass to be secured — hmm... I thought that had been done to get through the VASS Report.

Passenger's side rear view mirror to be fully operative — my UK friends tell me that they tend to fail in the vertical motion, horizontal is never a problem.

Driver's side rear seat belt inertia real

*Leigh's CX, back from the paint-shop, VASS Reported, just awaiting a Roadworthy certificate for registration to proceed. Photo: Mel Carey.*





faulty – OK.

Replace wiper insert – well, I suppose that goes with the windscreen.

Driver's side steering rack boot to be

it correctly. This is a new one to me as a reason to fail a 'roadie', but what would I know? Nothing, clearly.

Anyway, while I am assured all these are manageable, they were not

manageable before Christmas. So,

while the steering has been fixed, finally, the car is still not back with me.

Maybe late January.

I wrote last issue about the screen for the Visa – there has unfortunately been zero progress on this front. I will blame Christmas.

Leigh F Miles



## FLEET FOLLIES

*Those large blank spaces under the bumper will be filled by fog lights before registration. Photo: Mel Carey.*

secured.

Brake proportioning valve leaking.

Hydraulic suspension valve leaking.

Steering coupling and steering rack noise audible – I thought all CXs made that wonderful sound when you turn the steering wheel.

Brake pedal switch noisy. Yep, you read



This month we have reproduced news on floating brake shoe kits and nickel-plated hydraulic cylinders; this is by courtesy of Roger Williams whose reputation in manufacturing quality parts for tractions is second to none.

A few words on the brake shoe kit however will not go astray, however. The trailing shoe on a Traction, like that of an FJ Holden, is not fitted with a full lining. This is because the leading shoe does the greatest percentage of the work in this brake design. The trailing shoe is only fitted with a half lining – allowing greater pressure over a smaller area.

Once the brakes are converted to a floating link system however, the trailing shoe will then do the major percentage of the work hence the need for it to be fitted with a full lining.

The overall braking of the car will not be improved greatly by fitting this kit unless the brakes are not adjusted correctly in the first place. The floating shoe kit eliminates the need to adjust the anchor pins, so on assembly you will not need to use the brake-centring tool as described in the manual. The brakes are only adjusted by the two top cam adjusters.

In all drum brake applications one shoe always carries out the major percentage of the work due to the self wrapping effect of the shoes. I hope this simplifies and explains the article

to members who may think fitting the kit would give vastly improved braking.

Rob Little

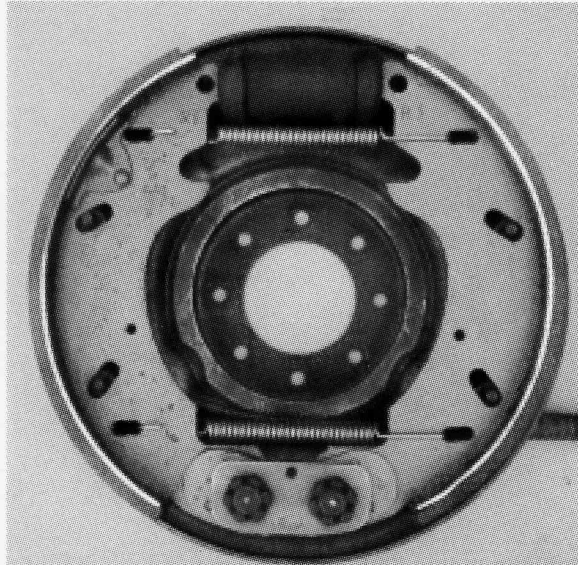


Roger Williams wrote:

### ADJUST YOUR BRAKES

For reasons unclear to anyone, Citroën chose to anchor the bottom of the brake shoes and provide adjustment via an eccentric bush in conjunction with the snail cam at the top end. If the brakes are properly adjusted, which

*A rear brake assembly with the floating link conversion referred to by Roger Williams. Photo: Rob Little.*



requires a special tool, they are very good. Unfortunately, most people do not have the special tool and make do with a variety of odds and ends, notably bent coat hangers etc, which

the lining as described above. An alternative is to use a scrap brake drum and cut a segment out and adjust as above – unfortunately, this requires the drum to be perfectly round and exactly

the same diameter as the drum that is being used on

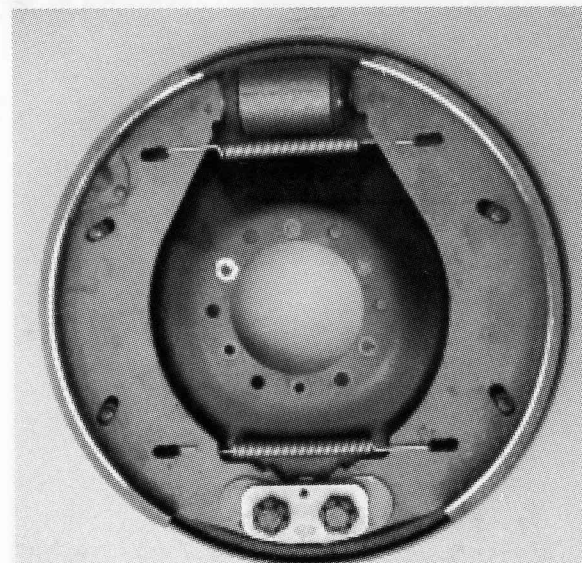
the car. It would be a miracle if these conditions were met!

Most people just adjust their brakes using the snail cam and this results in all the load being taken on the edges of the linings nearest to the slave cylinders which wear down rapidly and quite often cause sufficient heat to distort the brake drum. Also they pretty soon get down to the rivets, if you are old fashioned enough to still use this type, which scores the drum and then requires skimming. Another point to note, and again I can find no one who can explain it, is why did Citroën only provide half a length of lining on the trailing shoes? Maybe because with their system of fixing the bottom of the shoes the 'missing' section of lining would not have done anything anyway!

Conventional drum brakes use a system where the bottom of the shoes slide in a slot ie they are free to go up or down and thus centralise themselves when the slave cylinder pushes the top of the shoe towards the drum. The advantage of this system is that they can be adjusted by using the snail cam only and the wear is more or less even

## SPARE NEWS

do not always achieve the result for which Citroën designed ie the shoes to be just touching all the way around when adjusted. They are then backed off a small amount on the snail cams, the drum fitted and the snail cams turned out until the shoes just start to touch the drum. The requirements of the above are that the curvature on the brake shoes is identical to that on the drum and if this is so there is only one position in which the shoes can be anchored to touch along the length of



*A front brake assembly, similarly fitted with Roger Williams' floating link conversion. Photo: Rob Little.*

around the whole of the brake shoe. Additionally the shoes can be lined for their full length and it can be utilised when braking.

If the bronze and eccentric steel bushes are removed from the bottom of the shoe/brake back plate and replaced with the plate shown, which is clamped using the nuts that held the eccentric steel bush, a conventional type drum brake system is achieved. Further more if you ever wished to return to the original system all you have to do is replace the discarded bushes. A series of these kits, comprising a pair of shoes lined full length and skimmed to the drum diameter together with the bottom plates and a set of new springs, have been tested over the last year and show a 40% improvement over a well-adjusted original system.

If anyone is interested in such a kit please contact Roger Williams at 35 Wood Lane, Beverley, East Yorkshire, HU17 8BS, UK, telephone +44 1482 863344 or email [rdrw@steam-car-dev.karoo.co.uk](mailto:rdrw@steam-car-dev.karoo.co.uk)

### TRACTION BRAKE SLAVE & MASTER CYLINDERS

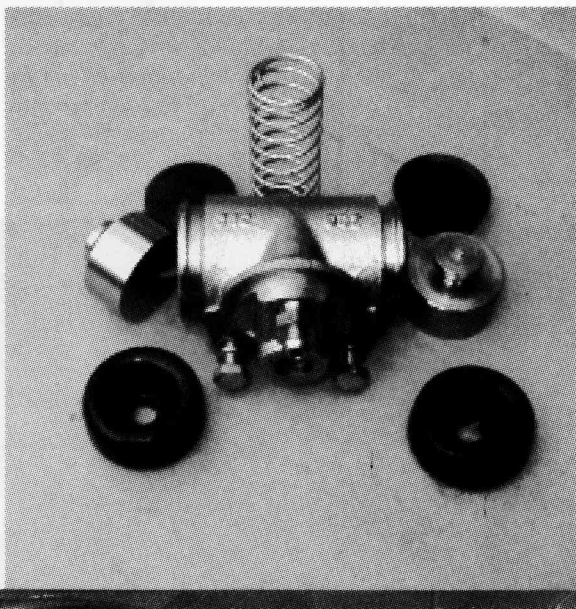
Over the last few years the drum brake has been largely superseded by the disc brake, except on small cars with small diameter rear brakes and small slave cylinders. This is making it increasingly difficult to source original equipment brake slave cylinders as the manufacturers gradually phase out

production of the larger diameter slave cylinders. It is therefore becoming important to keep your brake slave cylinders in good condition – this is not easy if the cars are laid up during the winter months, which is the time when the pistons stick in the bore and cause the surfaces to become pitted and leak fluid past the seals. A solution is to nickel plate the whole of the slave cylinder unit ie the body, pistons, spring, bleed screw, etc. Although this adds an initial cost when changing a slave cylinder it is a more of a long term solution and you have to bear in mind that new slave cylinders of good quality are not so easy to obtain any more. The same can be said of the master cylinder which can be similarly treated.

Roger Williams



*A wheel cylinder, dismantled showing the nickel plating about which Roger has written. Photo: Rob Little.*





**FOR SALE****1962 ID**

White with White/Tan interior. Body/Eng nos 19728458 [matching]. Last reg 1997. Sound car with good interior, hydraulics and body. Suit full restoration or use as is. No reg or RWC \$3,500. Marchal driving lights [N/O/S] available if required to the new owner only, \$450 to complete the vision! [No pun intended? Ed.] Phone Ted Cross [03] 9819 2208. [28/6]

**1972 DS SPECIAL**

Dry climate car with excellent sound hull. Body rust free but several dents and scratches. Stored last 18 years. One owner, low miles. Serial No. DS FC 00F8441. No reg or RWC \$2,000. Phone Ted Cross [03] 9819 2208. [28/6]

**1967 DS 21 PALLAS**

This extremely rare car is made more desirable by being fitted with a manual gearbox! Green fluid, single headlight, 5 stud wheels, slopy dash. Comes with good leather interior [with repairs required]. Pallas features including Marchal driving lights. Last registered JSK 060. A sound car stored for the last 15 years. No reg or RWC \$4,000. Phone Ted Cross [03] 9819 2208. [28/6]

**WHY NOT MAKE AN OFFER AND BUY ALL THREE?****1953 LIGHT 15**

Black. Reg: GBR740. Good home wanted for family car. Reluctant sale, and only to someone who will appreciate it! Good, original condition. RWC. Drives really well. Very good Michelin tyres. Registered until September 2005 \$12,000 neg. Contact Mary Lou Keogh Phone [03] 5762 2651 [Benalla] [28/5]

**1983 CX FAMILIALE**

Reg: AOL21Y Very rare 8 seater. Fuel Injected 2400 Automatic. Registered until 6/05. Good mechanically and interior. Beautiful car to look at and drive. Price: \$8,250 Contact: Paul Dunne 04 1218 0662 [Sydney] [28/5]

**1989 2CV STRAWBERRIES & CREAM**

In the last three years this car has had a full chassis rebuild, new roof, driver's seat recondition. Regularly serviced. This car runs really well and has only 47,000 miles since new! This superb car is reluctantly for sale due to an increasing family. \$15,000. Phone the owner on [03] 9525 0285 [28/5]

**FOR SALE****1974 D SPECIAL**

Reg LEDEUX. Price \$17,000. Multi Concours winner, pearl white duco in excellent condition. Retrimmed blue velour interior with grey, in excellent condition. Kilometric speedo, tinted glass, retractable front seat belts, Michelin XVS tyres in excellent condition, spheres, steer rack reconditioned by Pleaides. Mechanical & body condition excellent. Tow bar fitted. Weber carby. Personal number plates LEDEUX by negotiation. RWC supplied. Phone Rob Little [03] 5823 1397. [28/6]

**1974 D SPECIAL**

Eng/no 0664016818. Price \$6,000. Gardenia paint, roof resprayed, some light body rust, some body panels need small repairs, small dent on bonnet, spare

bonnet supplied. Brown vinyl Targa trim and grey interior, front seats need minor repair. Runs & drives OK needs new muffler, new boot floor fitted, reco cylinder head, Weber carby, new Hankook front tyres, rear tyres good Michelin XVS, hydraulics seem OK. Tow bar fitted. Phone Rob Little [03] 5823 1397. [28/6]

**1974 GS 1220 SPECIAL**

Reg ORG073. Price \$600. Good engine, Weber carby, needs synchro in 3rd gear, body and suspension reasonable, white with red interior, excellent tyres, tow bar fitted. Phone Rob Little [03] 5823 1397. [28/6]

**1974 D SPECIAL**

Two parts cars, one complete, open to offers. Phone Rob Little [03] 5823 1397. [28/6]

**1976 2CV**

1976 not registered but near RWC. 26KA 9741, Engine 0504121537. New brakes and battery, good tyres - back new. No rust. Green with Paisley patterned brown seats, re-con motor and gear box [Martin Bray], electronic ignition. A sound reliable car ready to go to a new home. Needs TLC and refurbishing. Asking \$7900 as is [firm] Phone: Jeff Howarth [03] 5829 0792 [28/7]

Mary Lou Keogh's 1953 black Light 15 is for sale. Contact her in Benalla on [03] 5762 2651.



Left to right: Ted Cross's three Ds. 1962 ID, 1972 DS Special and 1967 DS 21 Pallas.