

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR  
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**

*Australia's National Citroën Car Club*

FEBRUARY/MARCH '05 Vol 28 No 8

**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

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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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Ted Cross, Mark Ebery, John Fleming, Rob Little, Mark McKibbin and Julian Marsh.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, March 18.

**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

**COVER IMAGE**

The cover is an image from the 1993 model year XM brochure.

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	[02] 9746 9920

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[03] 9754 3583

**CITROËNING****CHPLATES**

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 Andrea Fisher & Ian Sperling on [03] 9874 1960 or [clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS?**

[www.cybernex.net.au/clubs/cccv](http://www.cybernex.net.au/clubs/cccv)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.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)

Another six weeks and another 'Front Drive' is delivered to your letterbox. This issue our 'Member's Model' is John and Tricia Fleming's very late

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## ED SED

XM. By the time their car was made Citroën had fixed all of the problems that had bedeviled [and destroyed the reputation of] the XM. Supplementing John's excellent article is a report reprinted from the CCC UK magazine, 'The Citroënian', and explains, at least in part, why the XM was not the success that PSA had clearly expected.

The Government, on February 7, made significant changes to the rules associated with importing cars to Australia. Your chance of importing a BX GTi 4x4 or a Turbo XM have just disappeared. It's all on page 13.

Fingers crossed, by the time you have this in your hand, this edition of 'Front Drive' will be on the CCOCA web site, in full colour! However, download times might make it best viewed by members with cable or ADSL internet access.

Enjoy,  
Leigh F Miles – Editor.



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Don't they say 'Time fly's when you are having fun'? Well time must have, as the Club year is nearly over and I cannot be

President again, so I am looking forward

to a rest from the committee. This of course brings me the question 'Can you help the Club and volunteer for a committee position?' Well I hope the answer is 'yes', as there will be many empty seats at committee meetings if the answer is 'no'.

This month Graham Barton and I picked up a 'Big 15' that was kindly

donated to the Club by Marg Gercovich whose late husband Rex was a member many years ago; some of you may remember that

## GIPPSLAND GAS

Rex restored a lovely Family 9 and Marg still has it but decided she no longer needed the spare car. The car is complete but has been out in the weather for many years so is fairly rotten in the lower body, we will be cataloguing the useful bits and publishing a list very soon.

Next month Easter comes early so Cit-In is very soon, unfortunately this year it is not in the school holidays so I will be doing the drive to Perth sans family in the Traction [now with cruise control]. Many Citroëns from the east coast will be going in convoy, so it is not too late: why not join us? This year is also the 50th anniversary of the DS so I really should drive a DS over, but the Traction does have an ID motor... I wonder if that counts?

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

### ● 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 be 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



Normal meeting, with supper, of course..

#### 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.



#### BRITISH & EUROPEAN CAR SHOW

WHEN: Sunday, March 20  
TIME: Display: 9.30, spectators from 10.30am  
WHERE: Dandenong Showgrounds, Greaves Reserve, Bennet Street, Dandenong  
COST: Display: \$12 per car, spectators: \$12pp  
BOOKING: Preferred  
CONTACT: Ted Cross,

[03] 9819 2208 or  
activities@citroenclassic.org.au  
Not going to Perth? Then come along and display your Citroën at the AOMC British and European Day. When you arrive, ask to be directed to the Citroën display area. The AOMC hosted British & European Motoring Show is the biggest display of British and European vehicles in Victoria. This year the featured marques are Austin, MGA and Citroën and will incorporate the Mercedes Benz Concourse d'Elegance.



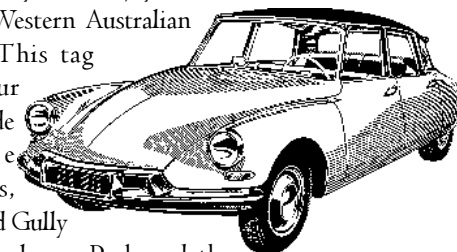
#### CIT-IN 2005 – PERTH

WHEN: Friday 25 to Monday 28  
WHERE: Point Walter, Perth  
COST: TBC  
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. 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.

## ● APRIL

### A-TRACTIONS

#### 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@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

#### 50TH ANNIVERSARY OF THE D-SERIES

WHEN: Sunday 17  
 WHERE: TBC  
 COST: TBC  
 BOOKING: Preferred  
 CONTACT: Peter Dekker  
[petermelbs@yahoo.com](mailto:petermelbs@yahoo.com)

This event is being arranged by CCCV and CCOCA has been invited to attend. So, if you own a D, wish

you owned a D, are thinking of owning a D... this is a celebration of which you should be a part. Email Peter for full details, as they were not supplied for this issue of 'Front Drive'.

#### TOURING GIPPSLAND

WHEN: Sunday 17 to Friday 22  
 WHERE: Gippsland  
 COST: ~\$600 to \$650  
 BOOKING: Essential  
 CONTACT: Ted Cross,  
 [03] 9819 2208 [H]  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)  
 or Rob Little, [03] 5823 1397 [H]  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.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@citroenclassic.org.au](mailto:activities@citroenclassic.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 is included with this [and the next] edition of 'Front Drive' and return it to the Secretary to ensure you do have a say. Remember, nominations must be signed by both

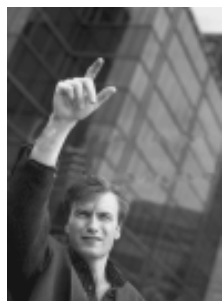


the nominator and the nominee, to ensure they are willing to accept the role, if they are elected on the night.

### VOTE!

Voting for next year's Committee is a

## A-TRACTIONS



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'.

## ● MAY

### LANCE MOTOR

WHEN: Wednesday, May 25  
TIME: 6.30pm

WHERE: Lance Dixon's showroom,  
Doncaster Rd., Doncaster

COST: Gold coin donation

BOOKING: Preferred

CONTACT: Leigh Miles,

[03] 9888 7506,

business.direct@bigpond.com

Lance Dixon will again be opening the doors of their Citroën dealership for CCOCA. This time their Saab, Alfa Romeo and Land Rover dealerships [Bentley too, if we are really lucky] will also be open to members of CCCV, CCOCA and the Saab, Alfa Romeo, Land Rover and Motafranz Car Clubs will be attending.

### DIXON'S SHOW

### 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

The Association of Citroën Enthusiasts of Western Australia have the pleasure of hosting the 2005 CIT-IN in Perth, the capital city of Western Australia. Western Australia is renowned for

its brilliant blue skies, warm sunny climate, magnificent ocean sunsets and brilliant white beaches.

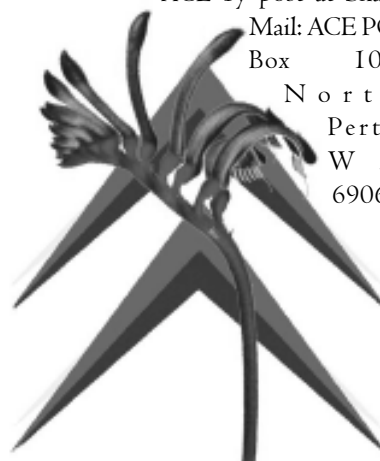
The Cit-In will be held at Point Walter, on the famous Swan River, located between Perth and the vibrant port of Fremantle.

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



### SOUTHERN

### SOJOURN

18 MARCH – 24 MARCH 2005

As a prelude to the 2005 Cit In to be held in Perth, Phil and

# Cit-in 2005 PERTH

Denise invite Cit In participants travelling from the Eastern States to join us for a week of fun and frivolity, travelling through the beautiful South West of WA

The intention is to travel in small groups, with a pre-determined meeting point designated each night. We envisage joining for each evening meal. Places of interest will be advised, enabling individuals to choose what to look at or do en route.

The Rendezvous is Fraser Range Homestead on the evening of Friday 18 March 2005. Both a BBQ dinner and breakfast will be provided for \$33, and you may choose the accommodation that suits you.

On Saturday 19 March we depart for Esperance. Accommodation in Esperance will be available as motel, camping or backpacker. Attractions in Esperance include spectacular beaches and coastline.

Sunday 20 sees the run depart Esperance for Albany. Following



Highway I we take in farmland and coastline with views of the Stirling and Porongurup ranges. A stay of two nights is planned for

## Cit-in 2005 PERTH

Albany, allowing visitors an opportunity for a rest after the journey West and also a chance to visit local attractions; Stirling and Porongurup ranges 60km North of Albany, Whaleworld in Albany, Denmark [60km west], a tourist destination with a wide range of activities available.

On Tuesday 22 March we depart Albany for Pemberton, passing through Denmark with stops available at the Tree Top Walk in Walpole. Between Albany and Denmark there are numerous places of interest, art galleries and wineries. Leaving Walpole we drive into the timber country, arriving at the old mill town of Pemberton.

Wednesday will be a short drive from

Pemberton to Margaret River, allowing many opportunities to explore the delights of the region. Margaret River is renowned for its wineries although there is much more to see and do.

On Thursday our destination is Point Walter in Perth; venue for the Cit In; for anyone requiring it Denise and I will lead a convoy into Point Walter, otherwise maps and instructions will be available as they will for all other days of the run.

Denise and I look forward to your company on what promises to be a memorable trip.

Please feel free to contact us on 08 9298 9495 for further information or email Phil on [johnsontraining@iprimus.com.au](mailto:johnsontraining@iprimus.com.au)

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. ✂



Most readers of this magazine, in Australia, will be aware that when I returned from my three years overseas I brought back three cars to add to my 'fleet'.

The first purchased was my CX GTi Turbo and I subsequently added the GSA Pallas and finally the Visa Challenger. Because I had owned the CX for over twelve months there were no issues at all in importing it. But, I was only able to obtain an import licence for the GSA and the Visa because they were over 15 years old at the time of licence application.

But, eight is never enough and other desirable [OK, so they are not that desirable... OK, so they are cars that no one else would want to import] include a BX 4x4 GTi and an XM 2litre petrol Turbo. Actually, I know I am not alone in CCOCA in being interested in a BX 4x4, but your secret is safe with me, Ted.

There seems to remain an opportunity to import cars that are under 15 years old if they appear on the Register of Specialist and Enthusiast Vehicles. The web site to check out what is included in the Register is <http://rvcsprodweb.dot.gov.au>, but I hope you have more success in accessing the site than I have had. Whether you do or not... I'll bet there is not a Citroën to be seen on it!

As of February 7, 2005 you can forget it. On that date the Government, in a sop to the local manufacturing 'industry' made sweeping changes to



the rules under which specialist cars can be imported to Australia. The media release on the changes is below.

### MINISTER ANNOUNCES CLOSURE OF CAR IMPORT LOOPHOLE

A plan to tighten Australia's vehicle importation laws that will reinforce motor vehicle safety and emission standards was announced today by the Minister for Local Government, Territories and Roads, Jim Lloyd.

'The Government is closing a loophole that has enabled mainstream cars over 15 years of age to be imported in commercial quantities, and not subjected to safety and emission certification,' Mr Lloyd said.

'Importers of these cars were using an exemption that allows hobbyists and enthusiasts to import classic and historic cars. This exemption exists as these vehicles generally perform low mileages and are limited in numbers, and therefore represent a minimal risk to overall Australian vehicle and safety goals.

'Without such an exemption, the private importation of these types of older, collectible cars would become

uneconomic.

'The closure of this loophole will only apply to those vehicles which do not fit in the classic and historic category,

to a maximum of 30 years.

A transitional arrangement will also be established. Those importers who have already made a financial commitment before today on a vehicle manufactured

thus preserving the ability of hobbyists and enthusiasts to obtain older classic cars and historic vehicles.'

Mr Lloyd said a transitional arrangement would be provided for other vehicle importers who had current commitments to bring in vehicles under the old rule.

'The changeover is being introduced gradually, to allow importers and consumers time to react to the revised focus of the exemption,' Mr Lloyd said.

Under the new rule:

Vehicles manufactured before 1 January 1989 may be imported without restriction.

Vehicles built during 1989 [or later] will need to qualify under the Registered Automotive Workshop Scheme [RAWS] and will need to be certified as complying with Australian Design Rules [applicable at the date of manufacture]. To qualify under RAWS, vehicle models must meet the specialist and enthusiast criteria.

The buffer period [between collectible vehicles and mainstream vehicles] will be gradually extended over time – up

in 1990 intended for future import, will be allowed to bring the vehicle into the country under the old rule up to the end of December 2005.

'This new rule will re-instate a 'level playing field' within the industry. Vehicles supplied to the same market will be subject to the same regulatory environment, substantially reducing cost pressures on mainstream businesses,' Mr Lloyd said.

#### FREQUENTLY ASKED QUESTIONS WHAT CHANGES ARE BEING MADE?

The Government has decided to replace the '15-year-old' scheme with a new exemption for hobby & recreational vehicles. This change was announced on 7 February 2005.

Similar to the 15-year-old scheme, the new scheme provides older vehicles with an exemption from Australian safety and emission standards. Vehicles are cleared for import, without the need to comply with the ADRs. Hobby vehicles traditionally perform low mileages and are imported in limited numbers. These vehicles therefore represent a minimal

*Continued on page 38*

Like the GS, which was covered in the last issue, the XM is a Citroën that has only infrequently been modelled. This is a pity, because the XM saw a real change in design direction for the flagship cars of the Citroën

range. Although the CX had replaced the legendary DS in May 1974, it was deliberately evolutionary in design: slightly more angular, but continuing with many recognisable features such

as the long gentle slope to the rear window and the spats that covered the rear wheels. The XM, designed by Bertone, heralded a far more angular style – yet one that still

attempted to cling onto some previous elements of Citroën styling.

First seen by the public at the 1989 Frankfurt Show, the XM lasted for eleven years. About 330,000 were

## PRIVATE IMPORTS

## TOY A-TRACTIONS



*Front and rear views of the 1:18 scale Solido model of the XM that was available at the same time as the real car was launched. The interior is beautifully detailed.*



made over this time, so it was not the sales success for which Citroën had hoped [the XM production total was less than a third that for the CX], and by the final years of its production

with suspension, and an opening bonnet revealing details of the V6 engine. Two years after the Solido model, in 1991, Majorette brought out a much smaller model in a scale

of about 1:60. Although less detailed than the Solido

model, and featuring rather over-size 'Speedwheels', nevertheless it was a fair representation of the real car, even down to the rear spoiler.

It was left to the small specialist manufacturer, Provence Moulage, to come out with the first XM models in the popular 1:43 scale. From 1992, Provence Moulage offered models of both the XM saloon and the wagon or 'Break' version – quite a rare car in real life. These models were made out

of resin and were initially available only in kit form, although a few years back they could be bought fully assembled – at a high price. Unfortunately, Provence Moulage recently went out of business; some of its models are now being marketed by a new company, 'Provence Miniatures', but so far the XM has yet to reappear. Another specialist French manufacturer, Paracar, has a model of the XM in its catalogue, but these are difficult and expensive to obtain. For a really difficult model to try to find, how about the ambulance version of the XM Break, produced in real life by the coachbuilder, Heuliez, and in miniature form by Miniroute?

Far more generally available will be the Norev version of the XM. This is a

model that has just entered the Norev catalogue and it should enable collectors to obtain an example of this rather overlooked Citroën.

Incidentally, Norev has become very adept at producing miniatures of the very latest French cars; they appear at virtually the same time as their full-size cousins and are often available in special promotional packaging. Norev already has models in its catalogue of both the two-door coupe and four-door versions of the C4, in 1:43 and 1:87 scale.

Mark Ebery



*Below: Two examples of the Majorette model of the XM. Inset: An image of the Norev model taken from the on line catalogue.*

## Toy A-Tractions

*Below: The engine bay of the Solido model is highly, and accurately detailed. With the hatch raised, you can see the second interior glass panel, designed to keep rear passengers from the cold.*

run, output had fallen to very low levels: just 7,500 coming out of the factory in 1998. According to John Reynolds' 'Eighty Years of Citroën in the United Kingdom', fewer than 22,500 found homes in Britain.

What of the models? Solido managed to get its version into the shops on the same day that the real car went on sale for the first time. Solido's model was in a scale of 1:18. The Solido XMs are accurate large-scale castings



What have Citroën done? Since building the D and CX they have insulted us purists with a most un-Citroën like run of plastic fantasies – some even

Citroën engineers' flair for being different runs to more than just design. It appears to encompass hiding the Citroën differences under the skin of what some would say are bland exteriors. There are however, some models that

without the proper suspension!

Well it would seem time waits for no woman or man.

Designers at Citroën have had to bow to the bean counters and deliver cars that appeal to the masses and make a profit for the company.

buck the bland trend, one of which is the subject of this review.

Even this attractive motor car was nearly scuttled at birth and has suffered buyer resistance ever since. With the Series 3 XM, Citroën finally overcame most of the faults and produced the

magnificent car it should have been ten years earlier! Was this yet another repeat of past model introductions?

The XM 'Exclusive' on sale here for the final five years of production, deserves much more attention and will prove to be an interesting and highly desirable collectors item.

The car bridges the divide between the old mechanical way of doing things and the new electronic age into which the industry headed. The height control lever, lights, wipers, throttle etc. are still manually controlled, while there is electronic control of cabin comfort, air bags [four], ABS, cruise and ride stiffness.

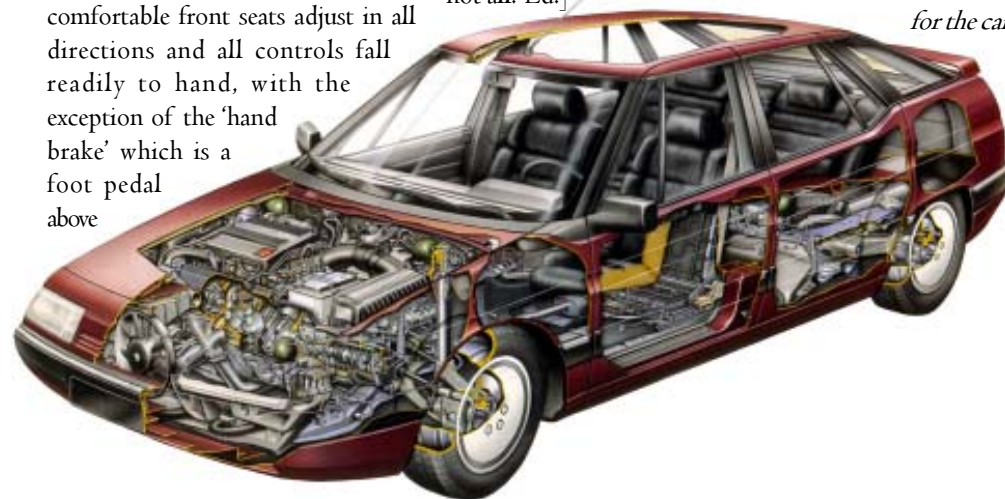
The XM was released in 1989 and so the appearance is now sixteen years old. Beauty they say is in the eye of the beholder and to us the external appearance of the car is an extension of its internal practicalities. Large comfortable front seats adjust in all directions and all controls fall readily to hand, with the exception of the 'hand brake' which is a foot pedal above

where the left foot rest should be. The limo style rear has generous legroom and high back seats with adjustable head restraints, personal air vents and that inner glass back window. The boot is said to be 540litres big and the rear seats fold wagon style to give a platform 1.5m long.

What makes the XM such a liveable car for us? First, it is a highway superstar; silent, spacious, deceptively fast, easy to drive and economic, [overall we average about 10l/100km] and it is effortless on long journeys, without being cumbersome in the city. The Hydractive II suspension lets us navigate rough ground without being snagged on a rock. The boot space means the cabin is free of our junk. The trip computer helps with economic driving and the cruise control saves some fines. [I gather from that, John, you mean some but not all? Ed.]

*A cut-away drawing of the Series I XM that appeared in the launch brochure for the car.*

## MEMBER'S MODEL





As a lad, like most boys, I had a keen interest in everything mechanical. My undergraduate years were spent with my Dad's pre-war Meccano and Hornby train set. This was somewhat

The Cowley was good fun for a seventeen year old, until it shed a back axle washer that let the entire wheel slowly part company and drift out into the middle of the road. This being repaired on the never never, and me

somewhat exuberant, its next act was to crack the chassis. A piece of 4x3 wedged into the rail fixed the problem long enough for my younger brother to learn to drive and me to dispose of it for £40, a little wiser but sadly no smarter!

The next foray into the fascinating world of vintage cars was much cheaper. My grandfather owned a 1923 Chandler that was left for dead

in a shed at his beach house. After his death mother wanted the place cleaned up. Great! Get paid for collecting the old car, that had been converted to a tray ute during the war, and assume ownership of a most useful and interesting item. Sadly, the only remaining piece of the once premier American motor car is an oiling chart that has been laminated and is today displayed on the wall of my shed. However, many excursions

and fun experiences were had along the way. The Chandler did not die in vein.

Then there was work!

For twenty years, I drove a succession of Saabs and lusted after something more exotic, not the rag top icons of my youth but a rather more interesting set of wheels like a 'D'.

Then the time came. A new partner, good times in agriculture and the need

## MEMBER'S MODEL

augmented by an indulgent auntie's 1950s birthday gifts; it still hides away in a box in my possession.

I graduated to a 1926 Morris Cowley, for which I paid the princely sum of £20 - a huge sum when your pocket money was 1/6 per week. It represented many hours of school holiday work; painting fences, labouring in shearing sheds and other odd jobs.

*The under-developed and unloved early V6 24valve was highly featured in brochures of the time.*



*The dashboard of John and Tricia's late model XM bears little relationship to that of the original car, featured overleaf.*



for a seat Tricia would be comfortable in. On a tram in Collins Street I was hearing all about the virtues of the street trees in spring when a Xantia passed us by! Voila! 'I want one' was

the lights. Wow! The passenger's door still opened and the body frame, while distorted, had saved us. Perhaps there was more engineering in these cars than was apparent to the casual eye.

Viva Citroën!!

Another Xantia gave good but

pedestrian service until July 2000, when one of the last four XMs to be imported to Australia by Ateco was offered to us by Robert Monteith of Melbourne Citroën. Definitely not the desired colour but with no options, better than no XM at all.

The XM has an individual style similar

to the Xantia but somewhat more noticeable as a Citroën. Our car is a great example of ingenuity and the evolution of the marque. We love it and with retirement we expect to have many happy experiences as we travel around in it.

There are three other Citroëns in the stable, one of which we share with Robert and Kay Belcourt. And also a four wheel drive, with a tow bar!

John Fleming

✂

## MEMBER'S MODEL

heard! The rest as they say, is history.

So we became Citroën owners, not the exotic one of my dreams but a bland plastic fantastic with little go and a wonderfully comfortable passenger seat! Shortly thereafter we suffered a nasty accident, t-boned at

*Left: The interior of the Series I cars was more clearly Citroën than that used on later cars. However the plastics are hard and brittle.*

*Opposite, top: This is a fabric-trimmed Series II car, with a two spoke steering wheel.*

*Bottom: The unfortunate first incarnation of the 24valve V6, referred to in Julian Marsh's article on page 26.*





## MEMBER'S MODEL





The XM represented a major failure for PSA. The reasons for this are many and some of them are less than clear. Hopefully this article will go some way towards

cars with a multitude of different body styles [and a bewildering range of colours!] This philosophy stood Citroën in good stead as the firm produced a range of dull but worthy cars at prices few of his competitors could match.



offering some explanations. Before doing so, it is necessary to place the XM within an historic perspective.

In the beginning

Initially, Citroën pitched his products at the bottom end of the market – above the cyclecars that provided basic, mass market transportation but well below the luxury Gran Turismos offered by the likes of Delahaye, Bugatti, Panhard, Hispano Suiza, Bentley, Rolls Royce et al. In the aftermath of World War One, motor car manufacture was a labour intensive, artisanal affair and the products were expensive. Although there were large numbers of manufacturers, thanks to fiscal tariffs, it was not economic to sell one's products abroad.

André Citroën was a great admirer of Henry Ford and sought to emulate his success in Europe by employing mass production techniques. This enabled him to offer more car for the money and charge less money for the car. However, unlike Ford which offered but one model with but one colour [any colour you like as long as it is black], Citroën offered a range of

### C6 – THE ORIGINAL HAUT DE GAMME

Ever ambitious and ever willing to exploit a niche, Citroën saw the need for a competitively priced, high performance, luxury car which would both spearhead an advance into the upper echelons of the market and would also act as an aspirational product whose kudos would reflect on cars lower in the range. The result, in 1928 was the haut de gamme [top of the range] AC6 [or C6], equipped with a six cylinder engine and every conceivable extra, it offered most of the refinement of a Gran Turismo and a fraction of the price. Its 1932 successor, the 15, built on these strengths but it was, in truth, little more than a copy of contemporary American cars.

### THE 22CV AND THE 15CV

In 1934, with the launch of the 7CV Traction, Citroën no longer had an haut de gamme model. However, it was the intention of the company to offer an entire range of cars all based on the Traction and at the top of the range would be the V8 22CV. For

well documented reasons, the 22 was never launched and the position of haut de gamme fell to the six cylinder 15CV. The 15CV was so far ahead of its competition that the company made very few modifications to it before it was replaced in 1956 by the DSI9.



In the austere years after World War Two, the French luxury car makers disappeared – with the exception of Panhard who were reduced to making economical, small cars. Thus there was little competition for the 15CV its Renault, Peugeot and Ford peers were smaller and did not

offer the same levels of comfort or road behaviour, even if they were more 'modern' in their styling.

### THE DS

The DS offered the kind of hedonistic comfort that few other manufacturers could approach. Not only

did it offer unrivalled sybaritic luxury but it managed to do so in a package that was both stunningly beautiful and technologically advanced. If it suffered major problems in its early years, this did not damage its reputation too





severely – if anything it added to the mystique. And the clientele in those days was less sophisticated as far as expectations regarding reliability are concerned.



As if the standard DS was not luxurious enough, three new models were launched. The Prestige offered limousine style accommodation in the rear although the chauffeur, thankfully separated by a glass screen from the bloated plutocrats in the rear, endured IDesque seating. . . And then there was the Pallas for the person who did not want to give up the driving seat to a hired hand but still demanded the luxury of the Prestige. But the haut de gamme undoubtedly was the Décapotable built by Henri Chapron. Those with more money than taste could flaunt their extravagance with one of the bespoke Chapron creations.

For a few short years, Facel Metallon hand-built cars in the pre War Gran Turismo fashion but sales of these were minuscule in comparison to those of Citroën and when the company disappeared in the mid sixties, Citroën was free to besport itself without any domestic competition. The foreign competition – Mercedes, Jaguar, Rover, etc suffered from high prices as a result of import taxes and the DS

reigned supreme. In the France of the early sixties, if you wanted a top of the range luxury car at a sensible price, the choice was between a DS, a DS Prestige or a Chapron DS of one type

or another. If the DS suffered from shortcomings

in the engine department, this was more than made up by its strengths in other areas. Over the years, the DS was refined and improved. More powerful engines made up the shortfall in straight-line performance and a couple of restyling exercises ensured that it still looked contemporary.

### THE SM

The SM was intended to be positioned above the DS in the model hierarchy and, had events not conspired against it, might very well, in four-door guise, have supplanted the DS. The SM was designed to accommodate the four cylinder powerplant from the DS as well as the Maserati V6. Sadly, escalating oil prices coupled with the widespread imposition of speed limits and the company's parlous financial state killed the SM and the DS laboured on until 1975.

### THE CX

At launch, most D owners viewed the CX as a retrograde step. Available only with the DS20 engine, with a manual

four speed transmission, with reduced interior room and a fairly basic trim level, without the steerable lights of the D, the only obvious advance was the fitting of DIRAVI steering on some models. Had the company had more resources, the CX range would have included long wheelbase variants [subsequently introduced with the Prestige and Limousine], a Trirotor Wankel and a V6 Maserati. The ultimate luxury vehicle would have been the Maserati Quattroporte – equipped with hydropneumatic suspension, fully powered brakes and DIRAVI, this car was pure Citroën apart from the engine and styling.

With the gradual fall of fiscal barriers within the EEC, cars began to sell outside their country of origin and the CX faced competition in all its markets, including France. The CX was rapidly developed to face up to

the likes of Mercedes, BMW, Jaguar, Rover, Ford, BMC, Vauxhall and Opel. Bigger engines, C-matic semi-automatic transmission [and later fully automatic transmission], Pallas and Prestige trim all followed in fairly short order and helped maintain Citroën's reputation as the 'anti-Mercedes' but the Germans were fighting back.

By the early eighties, the CX was beginning to look somewhat dated; the science of aerodynamics had moved on [the Audi I00 in particular showing the way with a CD of 0.30 compared with the 0.36 of the CX] and competitors were offering cars that did most of what the CX did without the attendant complications [be they real or imaginary]. Furthermore, the Germans were ahead of Citroën in the field of safety – ABS was introduced by Mercedes



in 1979 and by Ford in 1985 as a standard fitting in the Scorpio. It was only following widespread criticism of the inadequate brakes of the CX GTi Turbo that Citroën offered ABS

of the D lump and were less refined than the TUD engines fitted to the BX. Had the money been available, the CX restyle would have been much more than the fitting of new bumpers and interior – the underpan would have been cleaned

as a costly option. And where the CX Automatique had a three speed box, the competition offered four speeds. From being at the forefront of technical innovation and active and passive safety, Citroën was obliged to play second fiddle to the Germans.

PSA had decided to concentrate its resources on the new, mainstream car that would make or break Citroën – the BX. Where the BX employed the very latest, lightweight TU range of engines, the CX laboured on with the Sainturat-based engines from the D or the harsh and unrefined PRV engine found in the Reflex and Athena. The diesel engines used in the CX were basically dieselised versions

up, the roof gutters would have disappeared, a flush fitting screen would have been fitted, the roof line would have been raised to provide improved rear headroom and a hatchback would have been fitted. Extensive use of plastics per the BX would have helped reduce weight – but PSA said no.

The CX was under threat, not just from the Germans but also from the Renault 25 and its stablemates, the Peugeot 604 and top of the range BXs.

### NOT THE CX REPLACEMENT

But let us backtrack to 1980. Some five years after Robert Opron had left Citroën, the Bureau d'Etudes, under the direction of Jean Giret, turned

from the soon to be launched BX and concentrated its energies on working on a replacement for the CX. This task was undertaken without the knowledge or approval of Xavier Karcher and therefore without any formal design brief although those in the know referred to it as Projet E. The basis on which Giret's team operated was a re-dimensioned CX and the car was fitted with a two-piece tailgate allowing a classic boot or hatchback configuration as desired. Frontal treatment was not dissimilar to that of the BX. Peugeot had made it clear to Citroën that the CX was to be the last 'quirky' Citroën. When Art Blakeslee discovered this model, he ordered it to be destroyed – and PSA then imposed its personnel in the Bureau at Vélizy. This meant that any successor to the CX was going to be a far more conventional beast and would make extensive use of components shared with other vehicles in PSA's range.

### THE DX?

In late 1984, PSA's Management Board asked three styling centres to submit their proposals for the CX replacement – two of the centres were in-house PSA [Vélizy and Carrières-sous-Poissy] and the third was Bertone. Marcello Gandini, designer of the BX while at Bertone also submitted a pair of models. The design of Projet V even at this early stage required a floorpan that would be shared with Peugeot's new flagship and with the Saab 9000. The decision was taken to employ the pseudo MacPherson strut front suspension of the BX and the TU range of engines. For the first time since the demise of the SM, a V6 would also be offered.

Eventually, Bertone's design was accepted but the production version lost the semi-enclosed rear wheels and smooth flanks that were part of the original proposal. Also rejected were head-up instrument displays and a six headlamp set up.

In 1998, Citroën showed the Activa



*Bertone's first sketch was made on the aeroplane on the flight back from Paris, after the initial briefing.*



*The mock-up of Bertone's proposal looks very much as the final car – although changes to the door glass made the final less integrated than the original design.*



prototype at the Paris Salon. Activa was fitted with active suspension and four wheel steering and it was thought inevitable that the DX [as the pundits had named the CX replacement]

considerable extra weight of the XM compared with the BX endowed the 2litre versions with pedestrian performance and even the V6 was slower than the BX16 Soupapes. In

July 1990, a 170bhp 24valve V6 was offered.

Virtually all the 176 24valve cars developed problems with oil flow which led to premature camshaft failure. Citroën must have been aware that this engine was stretched beyond its limits but this did not dissuade them from manufacturing such a severely flawed car. Then in 1993, a turbocharged 2litre TU engine was provided which finally overcame the performance deficit of earlier 2litre models.

The diesel versions similarly suffered from lack of performance the TUD was extended to 2.1litres and offered 110bhp compared with the 120bhp of the CX 25 Turbo D which was a lighter vehicle than the XM. Contrast this however with the 143bhp of the Mercedes 300D. The success of the BMW 325TDs led

PSA to drop the four cylinder 2.5litre engine from the C25 van into the XM in 1996. This unit was, at 130bhp, powerful but it could also be thirsty. Having only four cylinders as opposed to the six cylinder units that powered the Germans which were sold at similar prices and lacking the images of either BMW or Mercedes, its appeal was limited to a small circle of Citroën enthusiasts who, in Britain at least, mainly purchased second-hand vehicles since the majority of them were pre registered by Citroën dealers.

Following the restyle of 1995 and the fitting of Hydractive 2 which had been pioneered in the Xantia, the XM was not really developed any further. Activa suspension was not fitted to this haut de gamme model but to the mainstream Xantia. The same held true for the new V6 jointly developed by PSA and Renault which first saw the light of day in 1996 in the Xantia and a year later in the XM and also for the auto-adaptive gearbox. The

headlamps which had been a source of much criticism were revamped in 1996 but right hand drive cars continued to be fitted with the original, inadequate units; presumably the sales figures did not justify the development of RHD versions. Similar lamps were fitted to early versions of the Xantia but sales were sufficiently healthy here in Britain to justify developing replacements.

Other mainstream manufacturers had abandoned the field to the Germans – Fiat threw in the sponge in 1995 and Ford did likewise in 1997. Apart from the Germans, the only other players are Saab, Volvo and GM with only GM being a volume manufacturer.

Worldwide and UK annual sales figures were as follows:

	W'wide	UK
1989	46,282	710
1990	96,196	6,491
1991	49,119	3,781
1992	43,487	3,628
1993	20,977	2,557

Marcello Gandini, who designed the BX while at Bertone [and featured in some advertising for that car] submitted a design that resembled the Pininfarina Austin 1800 prototype of 1967.

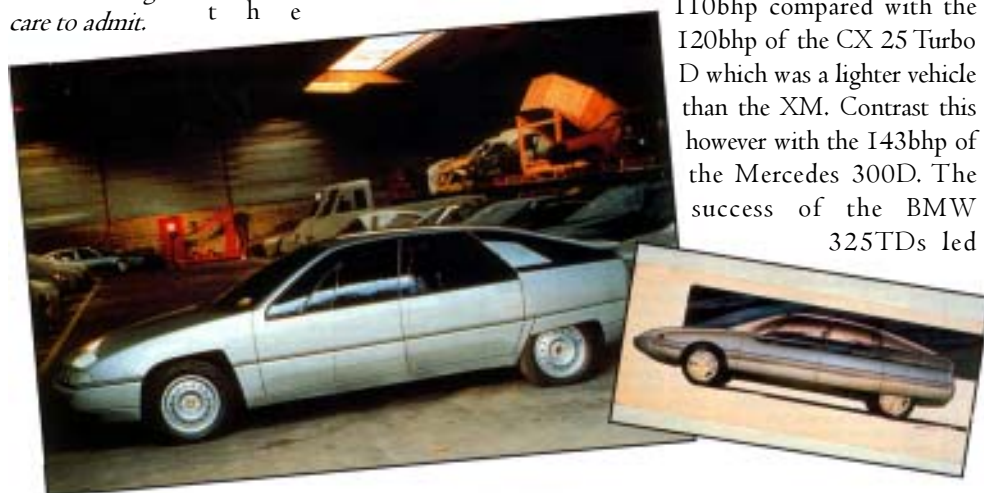
## ICONOCLAST

*Citroën's own studio, headed by Carl Olsen, submitted proposals that clearly descended from the CX. It might be argued that the new C6 owes more to these designs than PSA might care to admit.*

would feature this technology. In the event, a simplified version of Activa's suspension was fitted and passive rear steer, originally introduced on the ZX was not fitted until the mid '90s.

### BIENVENUE À LA XM

On 23rd May 1989, the new car went on sale. Christened XM in order to pay homage to the SM which was the last six cylinder Citroën, it also featured a kicked up waist line that was reminiscent of the SM. Originally available with a choice of a carburettor TU engine bored out to 2litres, a fuel injected version of the same or a V6,





1994	20,591	1,891	Citroën dealers would be happy to
1995	17,799	1,608	have ten low mileage, late model XMs
1996	12,500	884	sitting on their forecourts since they
1997	9,594	386	have waiting lists. Many former DS
1998	7,500	354	and CX specialists are now turning to

the XM as their clients have learned to recognise its



1999	2,000-ish	101
2000		84

More than 45% of total XM production occurred in the first two years of an eleven-year run. From 1996, in its home market of France, the XM was outsold three to one by each of its German competitors. Production ended without any sort of fanfare in June 2000.

Approximately 10% of all XM production went to the Netherlands where the car continues to be very popular with customers and where values hold up well. Contrary to the position in Britain, most specialist

very real qualities.

In the French Contrôle Technique [Roadworthy] statistics, the XM came out as the third most reliable luxury car after the Mercedes I90 and BMW 5 series. In the 1998 EuroNCAP safety tests, the XM was reckoned to be one of the safest cars in its class – not bad for such an old design.

At launch, PSA said that 4x4 versions of the XM would follow, together with a classic three box design intended primarily for North America.

The XM fell between two stools – it was not different enough to attract

the hardened Citroën enthusiast but was too different to appeal to mainstream purchasers. In efforts to attract mainstream purchasers, the feel of the brake pedal was made more conventional thanks to the insertion of a deformable tube in the brake valve to make the pedal feel spongy. DIRAVI was only fitted to left hand drive V6 models and was quietly dropped in 1997. The DIRAVI equipped cars actually had lower geared steering than the lesser XMs. The non-turbocharged XM 2litre was slower and substantially thirstier than the BX19 TRI and furthermore, thanks to its Hydractive suspension did not ride as well.

In some respects, the XM continued in the traditional Citroën mould – it was released prematurely by at least 18 months – and suffered from considerable teething problems which

gave it a reputation from which it never recovered. The use of totally inadequate wiring and connectors was a recipe for disaster and was undoubtedly brought about by the PSA bean counters' desires to reduce costs wherever possible. Quality control was not all that it might be many cars suffered from water leaks and an appetite for front tyres and brakes did not help either.

And here in Britain, the majority of dealers hated it. They hated it because it was a slow seller and because of its reputation for unreliability. The result was £10,000 depreciation in the first year. And for the hapless owner of one of these cars, there was the hostility and ignorance of the dealer network to add to your woes. To an extent, the hostility was understandable – why tie up capital in a vehicle that might sit in your showroom for six months when

*A full scale model of the design from the Citroën team at Vélizy.*



*The most interesting interior was developed by Olsen's in-house team. It featured head-up display, satellite controls and digital instruments. It was considered too messy and complex.*

you could shift a dozen Xantias in the same period? The ignorance is a direct result of the hostility – few dealers ever got to work on an XM so it was terra incognita to them. Diagnosing

adverse conditions, unique styling, excellent aerodynamic performance, good economy [V6 aside], superb comfort and luxury; the list goes on. It offers a unique driving experience and in true Citroën style, looks like nothing else on the road.

When it was launched, I observed that it looked as if it had been designed by a committee that had never met. Familiarity has led me to modify my views I think it is a great design which is let down by detailing. The concave flanks do little for the aesthetics and the leading edge of the bonnet should be continued to the line above the headlamps. There are too many panes of glass in the much-vaunted 'band of light' while the front quarter lights are so designed that when it is raining, the exterior minors are worse than useless thanks to the water running across

intermittent suspension faults cost the dealer man-hours that could not easily be passed on to the customer.

And then there is the appearance – a car that looks like a hatchback in a market that eschews them as utilitarian. Unusually styled cars do not normally sell well in this area of the marketplace. Nor do front wheel drive cars.

Yes, the XM was undoubtedly a failure in commercial terms and yet it offers all of the traditional big Citroën strengths and virtues; the ability to make light work of long journeys in



As yet no pictures have been released of the interior of the just-launched C6. However this shows the interior of the original Linage project.

these panes. I like the exterior door handle design but some people have likened these to RSJs. It is a pity that the rear wheels are fully exposed. The design has not dated because it is essentially right – just like the DS and the CX. I suspect that C5 will look old-fashioned in 2012.

CAR magazine's acerbic comment was 'It will be a great car when it is finished.' Unfortunately, it was both never finished and is now finished. It was never finished since development ceased. It is finished because production has ceased.

#### THE FUTURE

The XM came to the end of its life without any immediate successor. For the last half of 2000, the haut de gamme was the V6 Xantia. The C5 replaces the Xantia, not the XM. C6 will appear, eventually, but for at least 18 months the flagship will be the V6 C5 – just a large-engined version of a mainstream Mondeo competitor. C6 is so different looking from its

current  
competitors

[with the exception of the new Renault] that it too may suffer from the conservatism of buyers. On the other hand, it may be that the market is changing; people may be becoming bored with driving ubiquitous BMWs and Mercedes. And all this presupposes that C6 will be reliable from day one, that it will offer a unique driving experience. Certainly, Audi has demonstrated that cutting edge technology can be a powerful force in attracting customers; indeed Audi seems to have wrested the technocrown from Citroën – it is time to snatch it back.

Working on the premise that one should learn from one's mistakes, I gain the impression that Peugeot-Citroën's attitude is 'We can repeat them without any difficulty' since once again, the marque will have two flagships competing with one another.

This article, by Julian Marsh first appeared in 'The Citroënian', in October 2000.

*Ø*

*The C6 has now been launched to the world. Its shape and concave rear window show its links to the CX and the frameless doors give the nod to the DS. But will it succeed?*





*Continued from page 14*

risk to overall Australian safety and emission goals. Amendments to the Motor Vehicle Standards Regulations 1989, implementing the changeover,



are expected to be finalised shortly [before the end of February 2005]. Once the Regulations are amended, the 15-year-old scheme will no longer be available to vehicles manufactured after 1 January 1989.

#### **WILL OLDER VEHICLES STILL BE AVAILABLE FOR IMPORT?**

Yes. The ability of enthusiasts to obtain hobby & recreational vehicles will be preserved. The purpose of the exemption is to allow the importation of enthusiast [eg, classic or historic] vehicles, destined for restoration and hobby use. An exemption is provided, as individuals may find it uneconomic to import these single, one-off vehicles under established certification mechanisms.

Traditionally, popular models have included the Ford Mustang, the Chevrolet Corvette, the Porsche 911, the Chevrolet BelAir and the Chevrolet Camaro. These models have centred around vintages from the 1960s and 1950s. Many other classic models have also been imported under the scheme. These types of vehicles will continue to be catered for

under the new exemption.

#### **WHAT IS THE NEW EXEMPTION?**

The new exemption allows the import [without restriction] of all vehicles manufactured before 1 January 1989. By nominating a specific date, the 'buffer' period [between hobby vehicles and mainstream vehicles] will be gradually extended over time – up to a maximum of 30 years. This proposal generally preserves current arrangements. 1988 [and earlier] model vehicles will continue to be available under the exemption. The changeover will be introduced gradually, to allow importers and owners time to react to the [revised focus of the] exemption.

In addition, a transitional arrangement will also apply. This arrangement applies to importers who have made a financial commitment on a vehicle before 7 February 2005. The 15-year-old scheme will continue to apply for these vehicles, until 31 December 2005. That is, the transition applies to vehicles manufactured up to the end of 1990. The purpose of the exemption is to provide a gradual changeover.

For those vehicles manufactured on or after 1 January 1989, and that are not covered under the transitional arrangements, importers will need to have their vehicles certified [as

complying with the ADRs] under the Department's Registered Automotive Workshop [RAW] scheme.

#### **WHY DID THE GOVERNMENT MAKE THESE CHANGES?**

The changeover to the new scheme will reinforce Australia's vehicle safety and emission standards. The 15-year-old scheme had been used to import regular, mainstream vehicles in commercial quantities. These vehicles did not fit the 'classic and historic' profile. In particular, these mainstream vehicles were previously imported through normal channels, and had been checked to ensure that they were compliant with the standards. However, under the 15-year-old scheme, they by-passed compliance with the Australian standards. By changing to the new scheme, the Australian community will retain the certainty and confidence of a certification system [for safety and emission standards].

The changeover will also ensure that vehicles supplied to the same market are subject to the same regulatory environment. Under the previous scheme, the same vehicles were supplied by two parallel systems [one based on compliance, one unregulated]. Many commercial importers had been placed at a commercial disadvantage, and were leaving the industry. Imports of under-15-year-old specialist and enthusiast vehicles had dramatically

declined.

The new scheme will reduce cost pressures on mainstream businesses, and promote the import of specialist vehicles of all ages. The Government's intent is to provide a level playing field. Vehicles – intended for supply to the same market – will be subject to the same standards.

#### **WHAT IS THE TRANSITIONAL ARRANGEMENT?**

The transitional arrangement will apply to importers who have made a financial commitment on a vehicle before 7 February 2005. This arrangement will cover those importers [agents and owners] who have purchased vehicles and stored them temporarily overseas – awaiting the time they qualify under the 15-year-old rule.

These importers will not need to dispose of the vehicle. The 15-year-old scheme will continue to apply for these vehicles, until 31 December 2005. That is, the transition applies to vehicles manufactured on or before 31 December 1990.

#### **HOW LONG WILL THE TRANSITIONAL ARRANGEMENT LAST?**

Import applications will need to be lodged with the Department on or before 31 December 2005. Applications may only cover vehicles manufactured on or before 31 December 1990.



### WHAT EVIDENCE WILL BE REQUIRED FOR THE TRANSITIONAL ARRANGEMENT?

Evidence that the importer has made

Pre-existing approvals will continue to apply. Once approved, the vehicle is cleared for entry into Australia.

### WHAT DID THE GOVERNMENT HAVE REGARD TO, WHEN MAKING ITS

#### DECISION?

In deciding to replace the 15-year-old scheme, the Government assessed the performance of the scheme against its goals. In particular, the objective of the scheme was twofold:

1. to promote the availability of hobby & recreational enthusiast vehicles within Australia. Their restoration, display and use [eg, in social events, such as rallies] is a recognised and long-standing recreational activity within Australia; and

2. to also support the wider goals of safer roads and cleaner air. For example, vehicle standards are generally recognised as contributing towards Australia's National Road Safety Strategy 2001-2010. The strategy target is to save 3,600 lives by 2010 and to permanently reduce annual road deaths by 700.

The Government considered the impact of the 15-year-old scheme on the industry and on the Australian community, and also considered submissions received from stakeholders. The Government

concluded that – while the scheme successfully achieved the first objective – it failed the second objective. In particular, the scheme had created arbitrary and artificial distortions within Australia's motor vehicle industry.

### WHAT CONSULTATION PROCESS WAS USED?

In January 2004, the Department distributed a discussion paper, outlining the proposed change and seeking comment. The paper was formally distributed to a wide range of stakeholders. Since the release of the discussion paper, DOTARS has received responses from stakeholders – some 737 submissions in total – from State and Territory Governments, industry peak bodies, members of industry, and individual importers and owners.

### WHEN WILL THE REGULATIONS BE AMENDED?

Amendments to the Motor Vehicle Standards Regulations 1989, implementing the change, are expected to be Gazetted before the end of March 2005.

### CAN I CONTINUE TO IMPORT VEHICLES 15 OR MORE YEARS OLD UNTIL THE REGULATIONS ARE AMENDED?

Yes. Until the Regulations are amended, the 15-year-old scheme continues to apply. However, the vehicle must be 15 [or more] years old when making the application.

### WHERE CAN I GET INFORMATION ON RAWs?

Information can be found on the RAWs website at <http://raws.dotars.gov.au>. This site contains links to general information about RAWs, guides to RAWs, relevant legislation and a search facility. If you cannot access the internet, you can call the RAWs team [02 6274 7297]; they will provide you with a hard copy of the information.

### WHERE DO I GET INFORMATION ON VEHICLES ENTERED ON THE REGISTER OF SPECIALIST AND ENTHUSIAST VEHICLES?

Information regarding the Register is available from the RVCS website at <http://rvcsprodweb.dot.gov.au>. The website provides a list of vehicles that are SEVS eligible, and also a list of vehicles that have been ruled as not SEVS eligible.

### WHAT IF THE VEHICLE I WANT TO IMPORT WAS MANUFACTURED AFTER 1 JAN '89 AND IS NOT SEVS ELIGIBLE?

You will not be allowed to import the vehicle under the RAW scheme.

For further information please contact the Department of Transport and Regional Services.

Phone: Justin Bryan 6274 7376, email: [Justin.Bryan@dotars.gov.au](mailto:Justin.Bryan@dotars.gov.au)



a financial commitment. This includes purchasing the vehicle, or otherwise taking an equity interest in the vehicle, before 7 February 2005. Satisfactory evidence would include an invoice or receipt clearly identifying the vehicle.

### WILL THE TRANSITIONAL ARRANGEMENT STILL BE BASED ON THE MONTH OF MANUFACTURE?

Yes. These features of the previous [15-year-old] scheme will apply equally to the transitional arrangement. The vehicle must be 15 [or more] years old when making the application.

### WILL RAWs BE ABLE TO PLATE VEHICLES MORE THAN 15 YEARS OLD?

Yes. Vehicles manufactured on or after 1 January 1989, and entered on the Register of Specialist and Enthusiast Vehicles, may be handled and certified by Registered Automotive Workshops [RAWs].

### WHAT WILL HAPPEN TO PRE-EXISTING OLDER VEHICLE APPROVALS?

Fleet Follies this edition features Graham Barton, Rob Little and some pictures from and Mark McKibbin.

to resleeve in stainless steel.

My choice was to deliver in person to Brunswick a three hour round trip or find a reliable courier to pick up and return.



### GRAHAM BARTON — TREASURER

Another One for the Road

My last report I was trying to get My Light 15 back on the road by repairing the master cylinder.

In my research, the so-called brake specialists I contacted were not keen to hone and re kit the cylinder and suggested I contact a company that does resleeving in stainless.

I eventually found one of two places in Australia that has the equipment

GST, which seemed very reasonable given the condition of the rusty pitted bore and a two week turn around.

That evening on my way home I passed a long established brake specialist in Frankston that I had not contacted in my first enquiries.

This chap had no problems with my request, sent it on to the resleeve specialist, and picked it up from his workshop five days later. Cost: \$72.00 which included GST and no hassle with couriers

Finally, on the road I was able to drive my Light 15 to the 2004 Concours and feel comfortable with stopping.

The Concours was a great but surprising day.

I happened to see my wife talking to Ted

The price quoted was \$88.00 plus

Cross while standing by Ted's GS Break.

Ted occasionally shot a quizzical look in my direction but silly old me thought nothing of it.

Eventually when Janie returned from her little expedition, she revealed she had negotiated a deal with Ted to take the GS off his hands for our daughter Ella to learn in and keep as her first car. I was most surprised, as Janie has no interest in older cars.

I was also surprised that evening with Ella's response to her mother's surprise gift to her. 'How retro', she said when shown a picture of the car. [She regards my GS sedans as very uncool.]

She was most excited at the prospect and could not wait for me to pick it up the following week, so she could put her learner plates on and go for a drive.

This was not to be as the car needed to come off permit registration and be put on full registration and this took a few weekends to achieve to obtain the roadworthy.

Finally, on the 23 December, it went on the road and she has christened the car with her learner's plates.

Her mates also think it is a really cool car and Ella keeps the spare key on her newly acquired key ring with pride.

A new club member? Not sure but

many of her peers at school are now aware of Citroëns and that's not a bad thing.

Graham Barton



### ROB LITTLE — SPARE PARTS OFFICER

Work is progressing on the ID. All of the seats and trim have now been returned from the trimmer and my friend who has repainted the vinyl seats, all looking like new!

Body panels are also returning from the paint shop, the only items remaining there are the bonnet and the roof. I removed the roof completely as there were signs of corrosion under the paint and as it was an aluminium roof, I decided to take a closer look. To my surprise, the roof and joining frame were both in perfect condition, so I made the decision to stick with the original roof instead of fitting a glass one.

The irksome job of cleaning and refitting now awaits me; I do not

*Opposite: The ex-Rex Gercovich Big 6 that has been donated to CCOCA, by his widow, Marg. Below: The interior of the car. More information on this car will be published in forthcoming editions of 'Front Drive'.*



believe any other car gathers more dirt than a 'D' model Citroën, especially one that has spent most of its life in the Mallee.

edition as I have to get back to cleaning some more parts. Hopefully I may even post a picture of the partially completed ID in the near future. [We look

forward to that Rob. Ed.]

Rob Little ⚡

## FLEET FOLLIES

The biggest problem with any restoration is the storage of parts and panels. Fortunately I have a very understanding wife, she is currently putting up with seats, etc stacked in our hallway and panels anywhere I consider safe even including her caravan. I had to do a bit of swift talking to settle her down when she discovered that had happened.

That is all I have time for in this

### MARK McKIBBIN — PRESIDENT

No words this month from me, but I did think that some pictures of the ex-Rex Gercovich Big I5 to which I referred in Gippsland Gas would make a good addition to Fleet Follies. As I have already said a full listing of the useful parts will appear in a forthcoming edition of 'Front Drive'.

Mark McKibbin

⚡

Finally I have been directed to a supplier of wind deflectors for Traction. If you would like a pair of wind deflectors for your Traction they

If you cannot connect via email contact me and I will send the order for you.

Carl is a retired aeronautical engineer who also needed a set for

his own restoration and decided to put together a

reasonable production run, all metal parts are 304 stainless steel, laser cut and the glass is toughened to automotive standard and so stamped. The price is NZ\$198

## SPARE NEWS

can be supplied direct from, Carl Rofe, 7 Johnsvie Terrace, Hamilton, 2001, New Zealand. His email address is bullshooter@xtra.co.nz

including postage and if you order independently please mention that you were directed to do so by our Club as Carl will donate NZ\$10 to our Spares

Fund, for every set sold.

Ron Brookes

this is the answer I was looking for on your enquiry.

I have now had a chance to inspect these parts first hand, being in Queensland at Peter & Jenni Boyd's home for dinner and can guarantee they are exactly the same as the original pair I have fitted to my Big I5, and produced to a very high standard.

A word now on the Floating Brake Shoe article in the last magazine, I have contacted Roger and these shoes are supplied on a c/o basis only as there is some work required on the shoes themselves. The price for the kit is £150 per axle and Roger can arrange freight both ways for £10 per set including insurance, this is fairly reasonable. The all up cost would be around \$400, however if you are charged customs and our GST expect another 25% added to the account.

Parts are still flowing at an ever increasing rate, I have recently supplied a couple of sets of liners

and pistons, these have been supplied under the \$600 level and were French made 'Bretille' parts which I am told are of a very high

standard. It reinforces your confidence to see quality parts continuing to be available for our favourite cars.

Following an article placed in the Citroën New Zealand magazine, after being contacted by the editor, Ian Bywater, we received our first order for Jack Weaver plates in that country. Neville Adlam from New Plymouth ordered six and tells me he will fit them to every Traction transmission he overhauls from now on. Neville has always run a strap across the bearing cap studs but never boxed them in the way the Jack Weaver plate does.

I was hoping to have a new stock list ready for publication in this issue but time has taken its toll, look out for it in the next magazine as a stock take will have taken place by then as the end of the club year is March 2 and annual report time is with us once again.

Rob Little ⚡

## SPARE NEWS



**FOR SALE****1950 LIGHT 15**

This car comes with excellent provenance and is in excellent condition. It has recently benefited from an engine overhaul, with new silent blocs and a new wiring loom. The steering rack has been serviced. It spent the first 46 years of its life in the Maldon area of Victoria and has covered a genuine 86,000 miles. It still shows its original registration of ON 299 and has had only three owners from new. The car comes with lots of spares and is being sold to make room for a new project. Photos are available. \$16,000. Phone Les Farrar, [08] 9430 5274 [H] or 04 0911 2987 [M] [28/8]

**1954 LIGHT 15**

Silver big boot ex Warren Seidel. Garaged for last 15 years. Runs well, brakes redone recently, leather front seat needs reupholstering. Some rust in front driver's floor, none in the boot. \$6000 neg. Old registration AWI 594. Phone André McKinnon [03] 9578 3721 [28/8]

**TRACTION/ID PARTS**

• 5 rims and hubcaps for an Onze Legere, in excellent condition. The rims are [of course] 165 x 400 and are painted ivory. The hubcaps are chrome with black trim.

• ID cylinder head, brand new and complete; still in its greaseproof wrapping. A very rare find.

• ID con rods in good condition.

To discuss the purchase of any or all of these phone Vern Isaccs, [08] 9377 7365 [28/8]

**1976 2 CV**

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]

**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]

**FOR SALE****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, slopey 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: GBR 740. 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]

**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]

Left to right: Ted Cross's Ds. 1962 ID and 1972 DS Special.

