

wheels

AUSTRALIA'S MOTOR MAGAZINE

FEBRUARY, 1956. PRICE, 2/6.

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

AUTUMN '05 Vol 28 No 9

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

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.

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:

Ted Cross, Mark Ebbery, Andrea Fisher, Rob Little, Mark McKibbin and Ian Sperling.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, May 6.

MEMBERSHIP

Annual Membership is \$40. 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

Don Wright's front wheel drive Citroën Special was one of three cars which broke 60seconds at the 1955 NSW Championship Hillclimb. It is seen in this picture from the front cover of 'Wheels' [February 1956] rounding the hairpin at Newcastle, where the climb was held.

COMMITTEE

PRESIDENT — Mark McKibbin
310 Settlement Rd., Drouin, 3818
[03] 5625 4020 [H] [03] 5624 1111 [B]
president@citroenclassic.org.au

SECRETARY — Andrea Fisher
5 Oak Crt., Mitcham, 3132
[03] 9874 1960 [H]
secretary@citroenclassic.org.au

TREASURER — Graham Barton
12 Woodlands Gve., Safety Beach, 3926
[03] 5987 0767 [H] [04] 810 0992 [M]
treasurer@citroenclassic.org.au

ACTIVITIES DIRECTOR — Ted Cross
173 Power St, Hawthorn, 3122
[03] 9819 2208 [H]
activities@citroenclassic.org.au

SPARE PARTS OFFICER — Rob Little
8 Buckworth St., Kialla, 3631
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR — Leigh Miles
16 Harrow St., Blackburn Sth, 3130
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON —

Ian Sperling
5 Oak Crt., Mitcham, 3132
[03] 9874 1960 [H]

SUPPORT**AOMC LIAISON OFFICERS —**

Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]

CLUB PERMIT OFFICERS —

Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Mel Carey [03] 9419 4537 [H&B]

LIBRARIAN — Leigh Miles [details above]

CLUB SHOP —

Ian Sperling & Andrea Fisher
5 Oak Crt., Mitcham, 3132
[03] 9874 1960 [H]
clubshop@citroenclassic.org.au

STATE ACTIVITY CO-ORDINATORS —

ACT Mike Neil
[02] 6254 1040 [H] [04] 821 1278 [M]
NSW Bert Houtepen
[02] 9746 9920

PUBLIC OFFICER — Jack Couche
31 Broadway, Belgrave, 3160
[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
[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

OTHER CLUBS?

www.cybernex.net.au/clubs/cccv
www.doublechevrons.aunz.com
www.citcarclubvic.org.au/
www.citroen.aceonline.com.au
www.oleopneumatics.com.au/car%20club/citroenclub.htm

Everyone has read, well many of us will have read, the reports in the English and European press about the launch of the DS 19 at the Paris

ED SED	PAGE 4
GIPPSLAND GAS	PAGE 5
A-TRACTIONS	PAGE 6
CIT-IN PERTH	PAGE 12

ED SED

Motor Show
on October

1955. But I am sure there are few who will had the opportunity to read the reaction of the Australian motoring journalists to the bombshell that Citroën dropped that year.

CCOCA has been fortunate enough to have been lent, by long term member David Gries, a huge selection of 'Wheels', 'Modern Motor' and other magazines of the 1950s featuring reports on the DS. Between now and October CCOCA will be re-publishing these articles – I would guess this is the first time many of them will have printed in the last 50 years.

Not only do they reflect the opinions of the writers, they are an amazing window to Australia in the '50s.

This edition features a report on the First South Pacific Racing Championships, held at Orange, in which

CONTENTS

CITROËN RACING	PAGE 15
LIKE RIDING ON GAS	PAGE 19
CITROËN'S BOMBSHELL	PAGE 25
ORIGINALITY REGAINED	PAGE 29
TOY A-TRACTIONS	PAGE 36
FLEET FOLLIES	PAGE 42
SPARE NEWS	PAGE 45
CLASSIFIED ADS	PAGE 46

Don Wright [featured on the cover, in colour if you visit the web site], competed in his Traction Special against the likes of Jack Brabham.

As a prelude to the launch of the DS we have a report on the Six H and then the first pictures and report on the DS 19, from the December 1955 edition of 'Modern Motor'.

Enjoy,
Leigh F Miles – Editor.



Hello and farewell

As they say, 'I'm out of here'. It is election time and as my three years are up it is time to stand down. Currently our Spare Parts Officer lives in Shepparton,

our Webwallah lives in China and I live Drouin which is admittedly not as far away as the other two, so do not let a few thousand kilometres stand in the way volunteering. Full details of the AGM are in the Attractions section.

You may also notice that the membership has gone up to \$40.00 this is to cover increased costs of insurance and printing the magazine. Your committee believe this is still great value and you are getting an extra two magazines per year.



By the time you read this Cit In will be over and myself and I4 other cars from the eastern states will hopefully be back safely. I have been preparing the Traction for the trip with such

GIPPSLAND GAS

luxuries as cruise control, extra power outlets for the fridge and all the necessities such as oil changes, wheel balancing, cup holders and MP3 player so it should be a comfortable trip. You can read all about the work that has been done in 'Fleet Follies'.

Have a look at the coming events, C4 and C5 update at Lance Dixon's and Austraction over the Queens Birthday at Rawson. I will be there, but maybe you will be the President by then.

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

● APRIL

50TH ANNIVERSARY OF THE D-SERIES

WHEN: Sunday 17
WHERE: TBC
COST: TBC
BOOKING: Preferred
CONTACT: Peter Dekker
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'.

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

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 very important right you have as a member of CCOCA. So, come along and make sure you have your input. If



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.

you will not be able to attend on the night, be sure to submit your proxy form, which is again included in this edition

DIXON'S SHOW

● JUNE

JUNE LONG WEEKEND IN RAWSON/WALHALLA



WHEN: Friday 10 ~ Monday 13
WHERE: Rawson, near Walhalla
COST: \$110 per adult, \$45 per child,
plus accommodation
BOOKING: Essential by 17 May
CONTACT: Ted and Helen Cross
04 1935 6963, [03] 9819 2208
crossfam@ozemail.com.au

This year CCOCA is pleased to host the June long weekend. The event will be located in Central Gippsland in Victoria in the surrounds of Walhalla and staying at nearby Rawson Resort.

All members are welcome to join us from anywhere in Australia or overseas to visit this memorable area. Guaranteed to be warmer than Mawson!

Below: An overall view of historic Walhalla – once a wealthy gold mining town today it sits quiet and undisturbed in its valley.



As in previous years we need to have an early indication of numbers attending so that accommodation and meals can be arranged.

This year the Rally fee of \$110 will

A-TRACTIONS

give you excellent value and comprises:

✂ Friday night registration, supper and chat. Drinks at bar prices, open fires, comfy chairs.

[Saturday breakfast not paid for – you choose what suits you.]

✂ Saturday lunch.

✂ Saturday tour of Train/Railway and/or Central Mine in Walhalla [your choice]

✂ Saturday Dinner – Join us at the nearby Erica Hotel – drinks at bar prices.

[Sunday communal breakfast or in your room... again not paid for in your fee]

✂ Sunday on tour to Gippsland Heritage Park, Moe. [Observation Run, light lunch & cars on display, films]

✂ Sunday Formal Meal [Drinks to

your account at bar prices] at Rawson Resort. Awards.

✂ Monday – farewell communal slap-up breakfast [This one is fully paid for.]

So most of your daily expenses will be included – our choice of accommodation is very reasonably priced and most people will be located in one complex, but in separate styles of accommodation to suit your budget.

Please remember that Saturday and Sunday breakfasts are not included.

The Dining Room cooked full breakfast will cost you an additional \$7.50 per person per day.

Alternatively, you can do your own usual breakfast in you motel room.

There are bunk rooms or a local caravan park that can be used as alternatives to the Motel rooms.

You will need to pay your accommodation direct to the Resort owner on arrival.

Book early.

The price is for 3 nights accommodation – we have been able to keep costs down.

There is a host of alternative activities to consider at your own leisure and expense.

We look forward to receiving your early acceptance/confirmation that you plan to attend, together with your payment, ASAP.

However our cut-off for bookings will need to be no later than 17 May 2005.

WEATHER – WHAT TO BRING?

There is a chance of showers... so remember to bring along your winter weather clothes and rain wear just in case. It is also likely to be cool or even cold. The resort has great indoor accommodation for us and open fires scattered around the building.

Rugs, umbrellas and gloves could also be a worthwhile inclusion. Make sure the heater works in your car. The Resort has heated floors etc.

YOUR ITINERARY FOR RAWSON

JUNE LONG WEEKEND

FRIDAY NIGHT

Arrive at Rawson Resort in sunny Rawson. Registration, supper and chat the night away.

SATURDAY

Communal breakfast in the Rawson Resort dining room from 8.00am. [\$7.50pp] Added to your accommodation bill. [Or you may choose to make your own breakfast in your room.]

We plan to assemble in the parking area for photos and then a drive to a local look out point for more photos/sightseeing.

We will arrive at Walhalla for sightseeing and light lunch at the Star Bakery.

Afternoon will be a visit to the Long Tunnel Mine or a ride on the Walhalla Tourist Railway [or both if you must].

There are stacks of things to see and do here.

The evening meal will be at the Erica Hotel nearby to Rawson. You will have the choice of the menu board and buy your own drinks.

Back to Rawson and the open fires/lounge chairs.

SUNDAY

Communal breakfast in the Dining Room from 8.30am.

Below: One of Walhalla's high-lights is its band-stand, seen here floodlit, with The Star Hotel in the background.

Right: On Saturday afternoon you will have the opportunity to ride on the reconstructed rail line from the Thompson River to Walhalla.



Below: Before the railway came to Walhalla, the only means of transport with the outside world was horse-drawn wagons, like this.



Plenty of time for a leisurely chat and some serious under bonnet gazing.

Today we will possibly visit a nearby winery and travel on to Moe

A-TRACTIONS

There will be an Observation Run on the way to keep you interested.

We will then visit the Heritage Park at Moe. Here we have arranged to display our cars within the Pioneer Village and the lunch is a local BBQ.

Lots to see and do and we have our own Old-Time Film show booked.

Tonight our formal dinner is at the Rawson Resort Dining Room. ... so no driving required [from 7.00 pm]. We have an area reserved just for us. Open fires and lounge chairs. Bar service and a hearty meal. Time to dress up tonight. Awards and raffle draw.

MONDAY

Our final communal farewell breakfast. This will be the full monty. A fully cooked breakfast to prepare you for the trip home.

Early departures assumed, so

breakfast will start from 7.30am by arrangement if required.

Time to farewell your friends and depart for home.

ACCOMMODATION

Remember, you must book your accommodation directly with the Rawson Resort.

RAWSON RESORT – MOTEL

Sixteen Twin Share Motel rooms have been reserved for our use but you need to book your room early to ensure the allocations are held for us.

Rooms cost \$82.00 per couple per night [\$123 per person for the weekend]

Breakfast is an extra \$7.50 per person and only served in the dining room.

Alternatively, you can provide your breakfast of choice – kettle provided in room, BYO toaster.

RAWSON RESORT – BUNKROOMS

The bunkrooms do have toilet/shower facilities but are more basic than the motel suites and are in a separate block within the grounds of the resort.

Rooms cost \$65.00 per person for 3



Left: A typical bunk room at Rawson, which is complete with private facilities. Right: The motel rooms are well equipped, bright and airy.

nights – if providing own linen save \$7 per person.

Contact details for Rawson Resort:
Telephone [03] 5165 3200
Fax [03] 5165 3377
Email enquiries@rawsonvillage.com
Webpage www.rawsonvillage.com

CARAVAN PARK

Contact Ted or Helen for more details.

The booking form for the CCOCA June Long Weekend OzTraction is included with this edition of 'Front Drive'. Ø



Left: Brunton's Bridge was one of the important bridges that carried the railway from Moe to Walhalla over the Thompson River. Today it remains a stunning item of industrial architecture.

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	Max	Lewis	Sean	O'Brien
Graham	Barton	Jason	Glenn	Rob	Little	Richard	Oates
Andrew	Begelholtz	Bill	Graham	David	Livingstone	Alec	Protos
Paul	Bishop	John	Greive	Brian	Love	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
		David	Law	Mike	Neil	Hughie	Wilson

After meeting the rest of our group in Port Augusta, we travelled around the Eyre Peninsula and across the Nullabor in a convoy organized by Joe and Helen

Fremantle.

The Cit In started in earnest with Friday dinner. Afterwards there was a guest speaker Graham Cocks from the Fremantle Motor Museum or, if you

preferred, there was the Cit In cinema. Thus,

Schembri.

WA club members Phil and Denise guided us through the South West. We stopped at places like Esperance, Albany, Pembroke and Margaret River. The brave amongst us – some not so young – climbed the Gloucester tree.

We arrived at the Cit In, located on Point Walter, a promontory on the Swan River and offering spectacular views of Perth and were welcomed by Shayne Harris. Later others arrive, including those who flew over. Friday we spend relaxing, swimming in the pool and wandering around

the tone was set for the remainder of the weekend, for every event, there seemed to be an equally attractive alternative. On Saturday, there were several alternative tours. That evening journalist Avon Lovell discussed some major local justice issues and there was the film classic 'The Goddess of 1967'. Sunday saw the Citroën Grand Display. The number and quality of local cars was very impressive demonstrating that there is an enthusiastic Club in WA. After lunch, there was the Observation Run. We opted out of the hectic pace and took a leisurely stroll along the shoreline

CIT IN — PERTH

Naturally the Grand Parade on Sunday revealed a wonderful collection of Citroëns, from both sides of the country.



of Point Walter. The Interstate competition followed; this year it was a novelty event, a matter of tossing a number of Citroën parts ie hubcaps and spheres at a tyre, which formed the target. While CCOCA's ladies

team were very competitive, they did not return with the trophy. [Once again the Club can breathe a collective sigh of relief. Ed.] The evening ended with the Formal Dinner and Presentations. Monday's farewell



Top: Brian and Esther Wade drove from Queensland in their DS.

Bottom: This fine Western Australian 5CV has been carefully parked between a 2CV and a DS. Careful viewing will reveal a Traction and a CX complete the array.

breakfast ended the event.

It seemed that every effort had been made by the Cit In organisers to make it easy for us to meet in a delightful environment. The venue was

with old friends. I look forward to the next WA Cit In.

Afterwards, some drove back straight away, others went by train or air. We toured north meeting John and Sue

Wyers in Cervantes and again in Kalbarri

stunning and the 24hour coffee and jukebox were well utilized. Every reasonable request was facilitated with a cheery smile. We had a great time meeting new people and catching up

with Barry Paterson After two nights in Kalbarri and enjoying some of its spectacular delights it was time to go home.

Andrea Fisher.



CIT IN — PERTH



Top: In Port Augusta the group caught up with the local car club for a BBQ.

Bottom: After the event Andrea and Ian headed north with John and Sue Wyers. Here they have stopped at the Pinnacles.



The words 'Citroën motor racing success' do not typically roll off the tongue amongst the population. Indeed I would suggest that they are not words many CCOCA members would readily

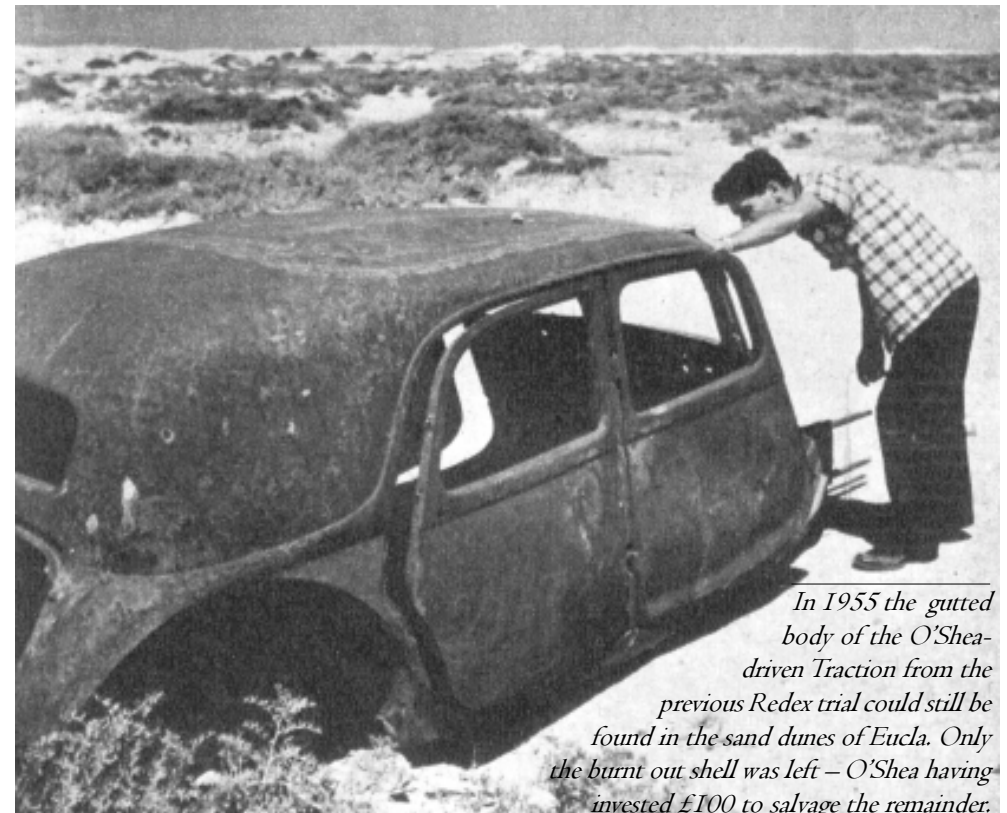
put together into a sentence. Yes, 'Citroën rally success', we all know about the rallying successes of the DS, SM and CX in the hands of drivers including Australia's 'Mr Citroën', Jim Reddiex. Of course the more recent World Rally Championship wins

with the Xsara make the papers – I sometimes wonder whether the coverage of the World Rally would achieve better coverage in the Australian press if Ford or General

Motors were in the lead, but maybe I am being cynical.

Members with longer standing in the Club will be aware of the success of Peter Damman at the wheel of his Traction Avant and the Traction in

CITROËN RACING



In 1955 the gutted body of the O'Shea-driven Traction from the previous Redex trial could still be found in the sand dunes of Eucla. Only the burnt out shell was left – O'Shea having invested £100 to salvage the remainder.

the sand at Eucla on the Nullabor is part of Citroën lore, but Don Wright drove his Citroën Special to racing and hillclimb fame in the 1950s.

The front cover shows him



competing in the NSW Championships at Newcastle in 1956. The image, in full colour appeared on the cover of 'Wheels' in February of that year. Don was one of only three drivers to return a run of under 60seconds and demonstrates the ability of his Traction-based special.

Don also competed in more conventional motor racing meetings and the other images in this edition are taken from the April 1955 edition of 'Modern Motor' and show the First South Pacific Championships, which were staged that year in Orange.

The picture below shows Don Wright's car bending like a banana under the stress of cornering. The camera managed to capture the distortion that was too swift for the human eye.

Leigh Miles



Top: The winner was Peter Whitehead from the UK, here taking Windssock Corner with machine-like precision. His red Ferrari led nearly all the way in the main event, covering the 100 miles [27laps] in 65minutes and 1second.



Below: Jack Brabham was at his usual best, but his Cooper-Bristol was outmatched by Peter Whitehead's latest model Ferrari. Brabham finished second in the 100-miler.

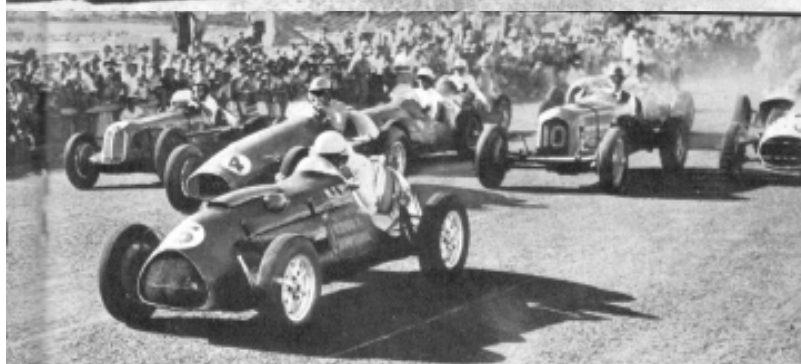
CITROËN RACING



Top: 'How near is that fence?' J Masling's Jag Special spun perilously close on a corner, but recovered.

Centre: Dice on Winsock Corner between J Robinson and J Masling, both driving Jag Specials. Robinson won the handicap for racing cars.

Bottom: The start was the most impressive yet seen on the Gnool-Blas track.



Ever since André Citroën launched his first mass-produced car – the little 7hp which appeared soon after World War I and became so popular as to be named the Frenchman's Ford – this

make has been earning a reputation for daring, radical innovations. In 1934 Citroën introduced front-wheel drive so successfully that the cars he made that year have remained virtually unchanged ever since – yet they are still quoted as a standard of excellence in road-holding and cornering ability.

A few weeks ago, however, two sensational new Citroën developments reached Australia: a revolutionary new suspension system on the Six, and an automatic clutch on the 2CV, with other features which make the tiny model virtually a two-pedal car in circumstances where this form of

control is most appreciated – meaning congested city traffic.

I had a brief ride in the 2CV at the time of the Melbourne Motor Show and described the difference the new

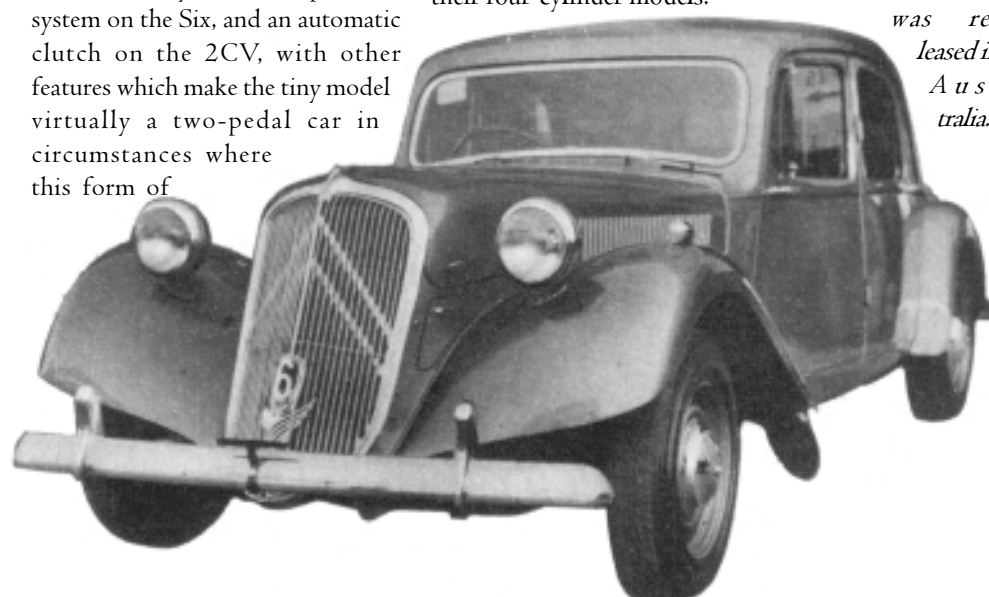
LIKE RIDING ON GAS

clutch made to it in the Show report, published in May 'Modern Motor'. Last month I got an opportunity to sample the miracle ride of the latest Six.

The new suspension on the Six is described as 'hydropneumatic'. It works on rear wheels only, the front continuing with torsion bars, although these have been lengthened to give softer springing. The makers say the system is not adaptable to their four-cylinder models.

Like riding on gas is how John Williams summed up Citroën's new gas-liquid suspension when it

was released in Australia.



How It Works

Briefly, the rear wheels are carried on swinging arms, connected by a torsion bar. Springing is provided by a pair of gas-filled metal spheres; the weight of

accumulator. Automatic regulators keep the pressure constant at all engine speeds and ensure that the car remains level. [Since the rear of it rides entirely on this combination of gas and liquid.]

LIKE RIDING ON GAS

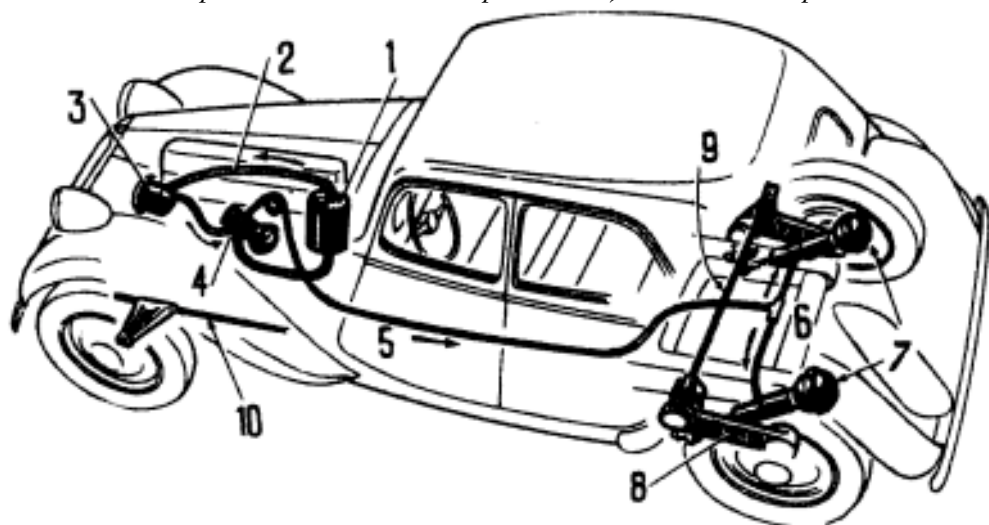
the car, acting on a pair of tubular shock absorbers, compresses the gas, which is separated from the hydraulic fluid by a diaphragm. Additional damping effect is obtained by forcing the fluid through calibrated openings.

The fluid itself is kept under pressure by means of a seven-stage pump, belt-driven off the engine and a pressure

a hand control on the dash which prevents the fluid returning to the reservoir via the recovery line, so that the car remains level instead of settling back on its re wheels.

Inside the boot is a small lever marked Low, Normal, and High. When this is operated with the

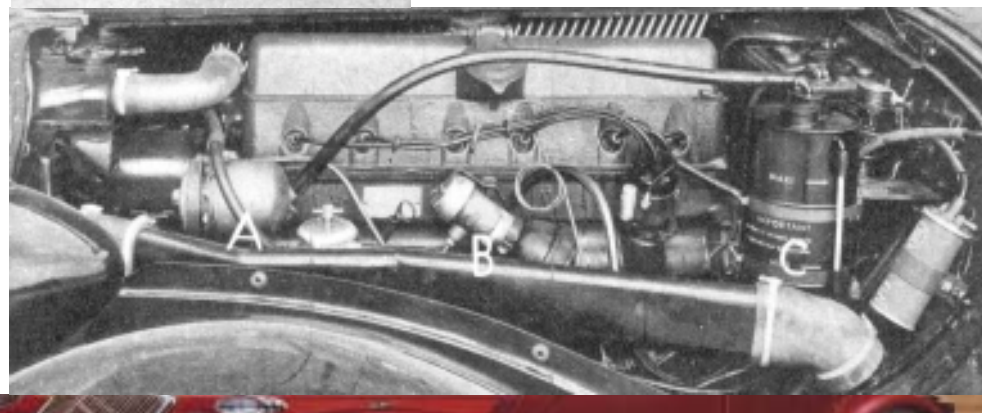
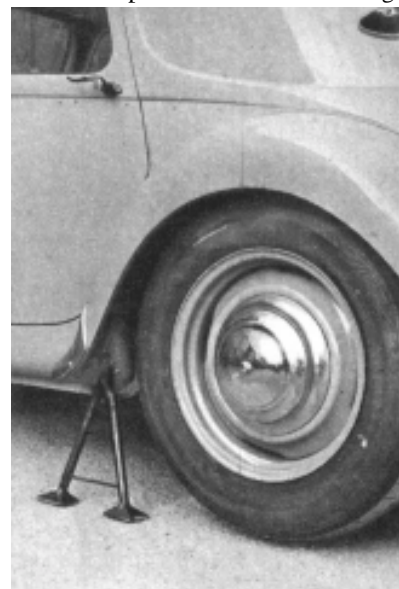
Key to diagram: 1. Hydraulic fluid reservoir. 2. Line to pump. 3. Engine operated pump. 4. Pressure regulator. 5. Line taking fluid to the rear suspension. 6. Line leading to the shock absorbers. 7. Metal spheres containing inert gas separated from the hydraulic fluid by a diaphragm. 8. Swinging arms, to which each wheel is fitted. 9. Rear torsion bar. 10. Modified front torsion bar; longer and springier than those of previous models.. The new suspension adds just £46 to the car's price.



When the engine is switched off, the driver turns

engine running, the rear of the car is lowered or raised on the suspension, and the insertion of a rest into a clip, with the lever at the High setting, enables the rear wheel to lift itself clear of the ground on the Low position.

With such a source of hydraulic power on tap, it should not be long before inventors produce other interesting



gadgets besides this very excellent rear jacking system.

'POSITIVELY UNCANNY'

On the road, the results of the new suspension are positively uncanny. In circumstances where you feel that a hard sports suspension would be pleasant, you've got it. But where this would be uncomfortable, you've got the most featherbedish of soft suspensions – yet with none of the objectionable floating feeling which too often accompanies this kind of springing. This change of character is completely automatic, due to the incredible manner in which the suspension adapts itself instantly to circumstances.

On smooth, fast highway surfaces and on tight corners I felt that this was something akin to the taut springing of a Type 44 Bugatti, for instance.

The next section of the route was over a badly deteriorated road, riddled with humps and holes of

Right: Support placed under the car enables the new suspension to lift the rear wheel off the ground at the turn of a control. Below: Engine room: components of the suspension.: [A] belt-driven hydraulic pump, [B] pressure-regulating and distributing valve. [C] reservoir of fluid.

four or five inches in a cobblestone surface. At that time I was riding in the back seat alone, with the driver and another passenger in front, and we were doing 50mph.

LIKE RIDING ON GAS

The best description of the ride is that I felt as though I could have poured a glass of beer, with a generous collar over the top, without spilling a drop. The bumps, which undeniably went under the wheels, came out the other end without doing anything whatever to the car or myself. There was complete absence of rebound even over really nasty 'level' railway crossings of the humpy description.

Altogether, this new Citroën suspension can only be described as something quite revolutionary, which has been achieved without any mechanism that would appear liable to derangement or expensive

maintenance. There are no separate dampers, and the absence of roll seems due to interaction between the rear suspension units on each side, as well as to the anti-roll torsion bar.

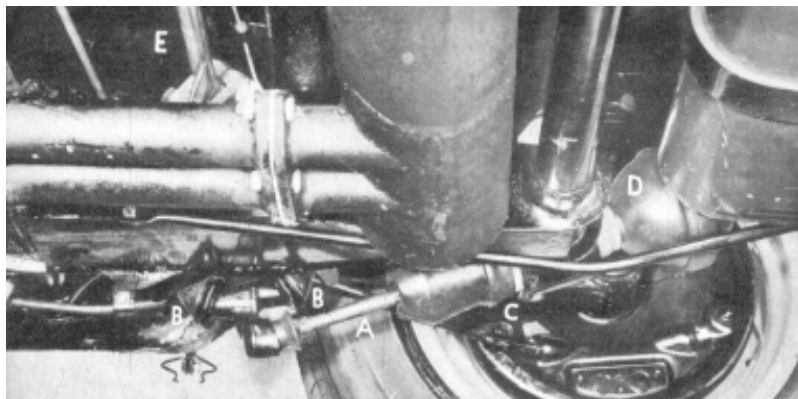
Australian price of the Six with hydropneumatic

equipment is £1,886, including tax. This article first appeared in 'Modern Motor', in July 1955.

Advertising for the Traction Avant. Opposite: This two colour advertisement appeared on the inside front cover of the May 1955 edition of 'Modern Motor'.

Overleaf: Citroën also advertised the Traction in the July edition, in conjunction with the article describing the new hydropneumatically suspended Big 6.

Close up of the suspension shows shock absorber piston arm [A], with movement-limiting bump rubbers [B], shock absorber body [C], spherical gas reservoir [D] and torsion bar linking the swinging arms [E].



For comfort, performance, safety, and ride, there's nothing quite like the Citroën Light Fifteen. Front wheel drive, 4 wheel torsion bar suspension and powerful O.H.V. engine have given Citroën an international reputation for reliability and outstanding performance.

See it, try it, now—ring for a test-drive that will really open your eyes.

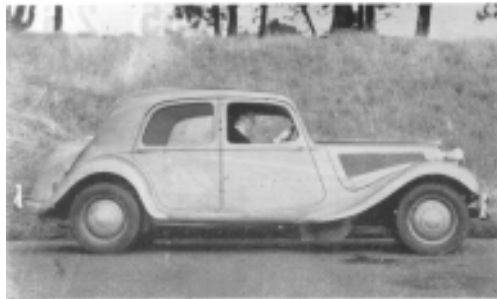
Associated Dealers in New South Wales.

BUCKLE MOTORS (Trading Company) PTY. LTD., 119-129 WILLIAM ST., SYDNEY. FA 6688

STILL THE FINEST SPORTING SEDAN

CITROËN

LIGHT FIFTEEN

**FOR SAFE, SURE MOTORING**

Now, more than ever, the Citroën Light 15 holds its own in the sporting sedan field.

If you've never driven or ridden in a front-wheel-drive car, you have a true driving thrill in store.

Its cornering ability and road-holding stability will amaze and delight you. And front-wheel drive plus the low, wide body and four-wheel torsion bar suspension make Citroën the safest, most comfortable car you've ever driven.

Call in to-day and let us take you for a test-drive in one of these truly great cars.



BUCKLE MOTORS (TRADING COMPANY) PTY. LTD., 119-129 WILLIAM ST., SYDNEY. FA6688

Citroën can take credit for the best-kept automotive secret of the year. Hotly denied only a few weeks ago, their new DS 19 model took everyone by surprise when it was unveiled at the Paris Salon on October 6.

A revolutionary vehicle in more ways than one, it is the first mass-produced family car to adopt ultra modern body styling; and it's packed with all the latest mechanical innovations as well.

Its roomy six-seat body is a sleek, streamlined structure of the type which until now has been seen only on specialist coachmakers' products and on a few expensive small-series sports saloons. No other closed car can match it for all-round visibility.

The roof is of reinforced plastic, the wind-down door windows are

unframed, and the steeply slanted bubble-shaped rear window allows a huge parcels-shelf behind the rear seat. Front-wheel drive, long favoured by Citroën designers, has been retained;

this, combined with a low centre of gravity, should ensure that the DS 19 inherits the excellent road-holding characteristics of its predecessors.

The two-litre, four-cylinder engine allows a top speed approaching 90mph [145kph] and is still economical enough to give 28 to 30mpg [10.1 to 9.4l/100km] at a steady 45mph [72kph]. The 14gallon [67litre] petrol tank gives a cruising range of about 400miles [640km].

The car's most revolutionary feature is the adoption – for the first time in a mass-produced vehicle – of power-

After staunchly denying they were producing a new model, Citroën rocked the Paris Motor Show with their radically different DS 19 saloon.

CITROËN'S BOMBSHELL

assisted disc brakes. Fitted only to the front wheels, they are cooled by fresh-air intakes and are compensated for wear. The rear wheels are fitted with the normal drum-and-shoe-type

pump, operating off the engine and drawing oil from a central reservoir.

CONTROLS, INTERIOR

Inside the car, one's attention is immediately drawn to the unusual steering wheel; it has no

spokes, but is attached at one side to the steering column, which curves left as it emerges from the dashboard. This design means that, in the event of a crash, the steering column is no longer 'a spear pointed at the driver's heart.'

A tiny finger-touch lever on the dash selects the gears; the automatic clutch does the rest. There are still three pedals on the floor—but they control the accelerator and two foot-brakes. One of the latter replaces the

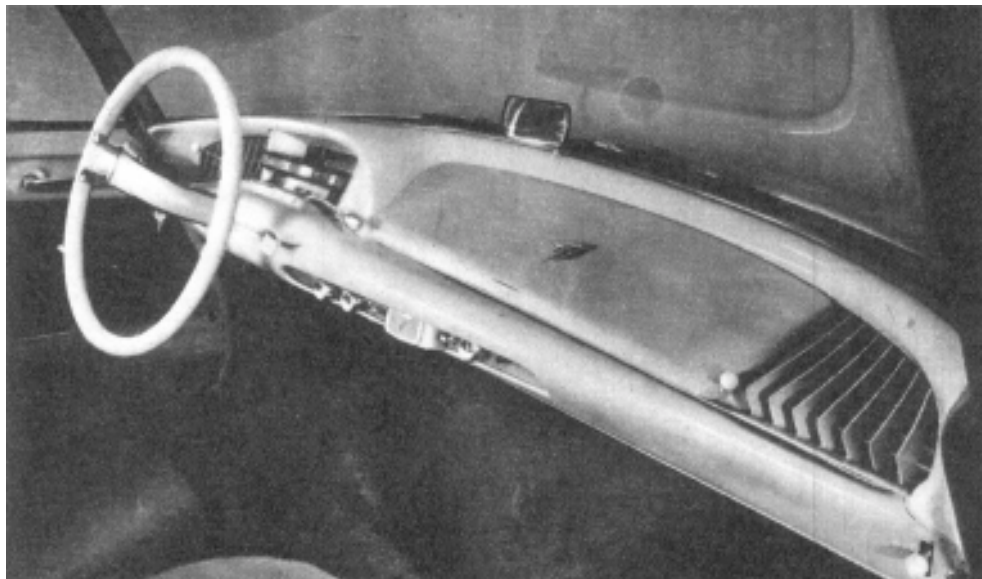
CITROËN'S BOMBSHELL

Futuristic steering wheel is side-mounted on curved end of the steering column, which should minimize driver's injuries in a head-on crash. Tiny lever selects gears, while automatic clutch engages them.

brakes.

Other major mechanical features include power-assisted steering; independent suspension all round, employing the unique Citroën hydro pneumatic suspension system developed last year and described in previous issues of Modern Motor; and automatic clutch, combined with hydraulic gearbox.

Power for brakes and steering, as well as for the hydro-pneumatic suspension, is supplied by a single



customary handbrake.

The first brake, controlled by the driver's right foot, is the normal footbrake. The second, controlled by the left foot, is stronger than the usual handbrake — it works on the disc brakes as well — and can actually be used as an emergency brake when travelling at low speeds. It locks in position for parking.

The foam-rubber seats have folding armrests, and two separate heaters

pipe warm air to the back as well as to the front of the car.

The boot is enormous — 17 cubic feet. This is all clear luggage space, as the spare wheel is housed in the engine compartment, in front of the radiator. It does not obstruct the flow of cooling air, as this is drawn in through a narrow slit under the front bumper bar.

SPEC. AND PERFORMANCE

Citroën have managed to cram all this

Boot is the largest ever built into a car of this size, has 17½ cubic feet of clear luggage space. Direction indicators are neatly built into ends of roof frame.



in and still keep the car's weight down to 22 cwt. Wheelbase is long – 10' 5" [3.17m]. Front track is 4' 11" [1.50m], narrowing to 4' 3" [1.30m] at the rear. Overall length is 15' 9"

reverse, with the top three gears synchromeshed. Final drive to the front wheel drive is by spiral bevel of 9 x 35. Maximum speed is 25mph [40kph] in first gear, 50mph [80kph] in second, 72 mph [116kph] in third, and

87mph [140kph] in top.

It isn't yet known when the DS 19 will be available in Australia. Its basic price in Britain is quoted at £990 sterling [before the high purchase tax is added]. This suggests that it will cost around £1,900 in Australia by the time exchange, transport costs, import duty and sales tax are added.

This article first appeared in 'Modern Motor', December 1955. ⚡

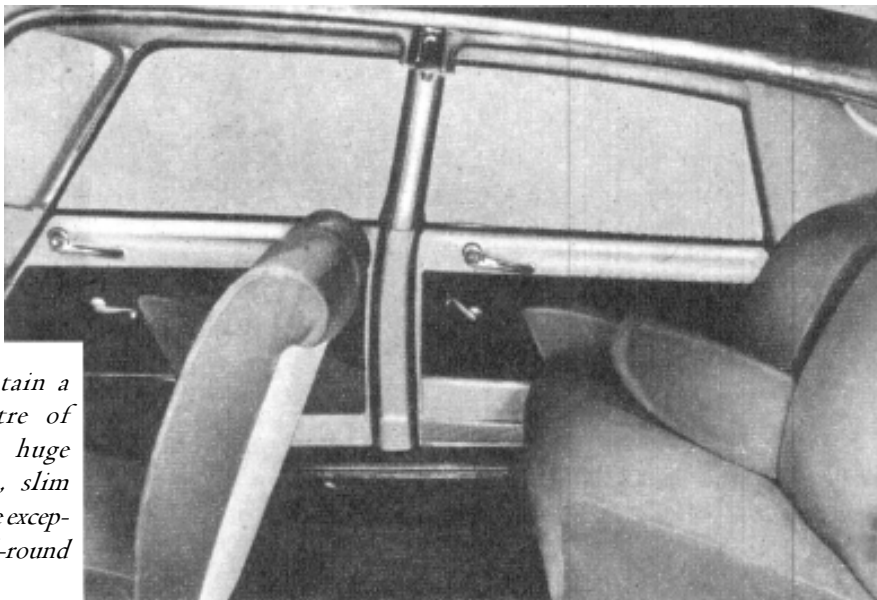
CITROËN'S BOMBSHELL

[4.80m], width 5' 10" [1.78m], height 4' 10" [1.47m], turning circle 36' [10.97m].

The engine has a bore of 78mm and a stroke of 100mm, giving it a capacity of 1,911cc. Compression ratio is 7.5 to 1, maximum torque 101ft/lb. A double-bodied down-draught Weber carburettor is fitted; bhp is 75 at 4,500rpm [58kW].

Gearbox has four forward speeds and

Roomy, comfortable interior has armrests on doors and in centre of rear seat. Dropped floor helps obtain a low centre of gravity; huge windows, slim pillars give exceptional all-round visibility.



Two different looks for two profoundly different missions, in a single project with its sights set firmly on originality of form. That was the Citroën approach to the creation of a new family

saloon that was intended to flaunt the sort of stylistic originality which had made the brand's reputation in the past, and has clearly made a comeback on recent Citroën models.

While for many of its rivals the benchmark family saloon has always been and remains the Volkswagen Golf, in creating the future C4, Citroën clearly had something quite different in mind right from Day One. In the

words of its Director of Design, Jean-Pierre Ploué: 'Right from the start, our intention was to produce the best performance in the segment, something truly exceptional under

every possible heading. On the styling front, we concentrated on our official brand values: quality, comfort and character. The first two of those go without saying, while character is a core value that is expressed by powerful design, which in Citroën's case does not mean a single design concept we can turn out in lots of different sizes. We need a range of conceptually diverse products, which nevertheless

The two C4 body variants, each with its own distinctive and original styling approach.

ORIGINALITY REGAINED



look like members of the same family'.

When they were offered a chance to replace the honest but dull Xsara with something truly original, the Citroën

ORIGINALITY REGAINED

designers sprang eagerly into action. In the preliminary exploratory phase [late 2000 – early 2001] they came up with a characterful design and applied it to the C4 package. At that time, the plan was for three and five-door versions sharing the same silhouette. An approach that was more traditional and certainly cheaper than what they opted for in the end. 'The first design was so powerful that we realised it would look overdone,

even insolent, on a five-door. At the same time, since we already had cars like the C3, the C2 and the C3 Pluriel, we were reluctant to abandon the idea of an original silhouette, even if it belonged to a higher segment',

continued Ploué.

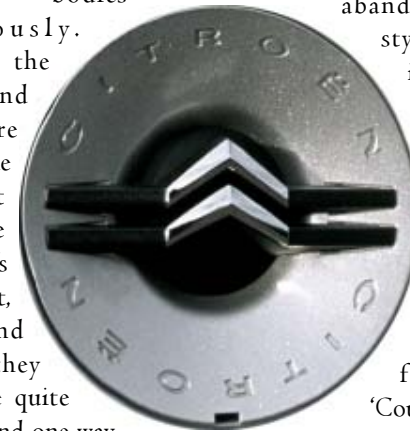
So they stopped for a bit of a think. But not for long. 'We took a fortnight out, to work up a new look for the five-door, which involved redesigning the tail. And when Claude Satinet [Citroën's General manager, Ed] came back for another look, he was delighted with it. It's a design that harks back to the old Citroën 'dumpling' but still highly dynamic in profile'.



From then on work continued at a pace Ploué unhesitatingly describes as 'extraordinary'. Obviously, it cost a lot more to develop two completely different bodies simultaneously. Eventually, the engineers and designers were able to show the management that, while the two roofs differed in height, dimensions and positioning, they were otherwise quite similar. 'We found one way of cutting costs: making two different cars on which the roofs are actually identical, though that doesn't show. In fact, one is extended by the glazing, while the other slopes downwards to the tail, but since the eye is drawn to

different points on the two cars, the viewer doesn't notice'.

That was a decisive moment, since it meant they were not forced to abandon the powerful styling they had imagined for the three-door. 'Around that time, we had all been working on the Airdream concept car, so we borrowed the feeling from that for the Coupé. 'Coupé', in fact, is the name chosen by the advertising people for the dynamic three-door C4, though, given the particular shape of its tail-end, Jean-Pierre Ploué prefers to describe it as a 'shooting brake' [or 'Coupé de chasse',



In developing the three-door version, as illustrated in these sketches, the designers sought a shape that revived the spirit of certain unique Citroëns from the past, while eschewing any hint of retro nostalgia.



as the French say]. The roof-line, however, he insists, is no mere styling detail: 'The three-door possesses an ideal shape. In fact, the roof-line only diverges by a couple of centimetres

view on which multiple horizontal lines are a keynote design feature. Among these, the double row of parallel chrome bars that protrude above the surface at the centre of the radiator grille flow into the double chevron

ORIGINALITY REGAINED

from the theoretical line we got from our engineering colleagues for that size of car. It took us longer to get the five-door exactly right, aerodynamic efficiency being one of our top priorities, but, in the event, the Cx for the saloons is barely 0.28 and 0.29 respectively'.

So, different tails, but a shared front

of the Citroën badge to make a forceful statement against the dark body panelling. 'We wanted something that was both a brand identifier and served a practical purpose', explains Ploué. We started out with the C6 Lignage concept car and intend to go on evolving and optimising that styling cue as we adapt

it to the dimensions of each new car and its radiator grille'.

As the in-house team developed their design for the exterior, they also assessed alternative proposals put forward by various consultants, including Pininfarina, Porsche and the British Makkina Studio. While the Pininfarina design was inspired essentially by Citroën's historic brand values, the other two said more about their creators' own image of Citroën. In the words of Alexandre Malval and Oleg Son, Citroën's Product and Platform 2 Managers: 'We knew where we were going, but we still needed some grounds for comparison' In the event, it was the body design by Malval and his team that was frozen. 'Those other people only had the brand's past to go on; we also had the evolving current range'. Pininfarina

was also invited to contribute a proposal for the interior, but again, it was the home team, in the person of Citroën designer Bertrand Rapatel, that prevailed. And here too the aesthetic and conceptual tradition of the brand played a significant role: the spirit of the DS and the CX lives again in the distinctively original interior of the new C4. Take the steering wheel. In early sketches, it was a single-spoke model, that gradually evolved into something truly surprising: a two-spoke wheel on which only the rim rotates while the hub housing all the controls remains motionless. That creation makes a powerful statement against the background of a distinctly minimalist dashboard with a centrally positioned control panel that is a straightforward piece of product design. The overall effect of this

Below: The definitive design of the five door version.



interior may be 'penny plain', but it still manages to communicate a feeling of protection and safety, thanks to its 'double bud' shape and wraparound side panels. Rapatel himself calls it 'a

door that has something of the Airdream prototype and the C2 about it. It's a more hedonistic car than the five-door, which is more convivial along the same 'cocoon' lines as the C3, the Pluriel and the Picasso'.

And the C6, but that's the next chapter in the Citroën story.

This article first appeared in 'Auto & Design', November/December 2004 with pictures from Citroën.

Opposite: Pictures of Citroën's Airdream car, taken from the press kit, in the Editor's collection.

ORIGINALITY REGAINED

Zen car that opens up to the outside world'.

Jean-Pierre Ploué and his designers are visibly delighted not just with their end product, but also with the way the Citroën management let them achieve it. 'With the C4 we came up with a tautly roofed and stylish three-



As John Presnell writes in the preface to his history of the DS, Citroën DS – The Complete Story, ‘...no more extraordinary mass-production car

station wagon, the 1967 restyle, the Chapron-built specials and so on, for reasons of space this article will confine itself to the DS/ID saloons.

Perhaps the revolutionary lines of the DS took model-

makers, like the general public, by surprise because it was almost a year before the first models of the DS were in the shops. The French Dinky Toys model was introduced in August 1956 as model number 24C. The model quickly became a best-seller, and the DS remained in the catalogue until the French Dinky factory closed. Over the years, a number of variations of this model appeared as Dinky Toys kept pace with changes to the real car. The original Dinky model was available in two colour schemes: green with ivory roof or cream with an aubergine roof. Although Dinky caught the

has ever been built.’ At its 1955 Paris Salon launch it caused a sensation; making virtually all other cars look old-fashioned. Even today, fifty years afterwards, it looks sleek and elegant. As the DS began to be seen on the road, thousands and thousands of small boys must have dreamt of one day owning one. Certainly, many model car manufacturers have had miniature versions in their catalogues, and there are a number of DS models still available. Whilst the DS has been modelled in virtually all its versions: DS saloon, ID saloon, the Décapotable cabriolet, Safari

proportions of the real car quite faithfully, this early model looks rather odd because its lack of glazed windows leaves large openings in the model. Although the front dashboard has been modelled [even down to a tiny double chevron badge], its appearance is spoilt by the lack of a steering wheel. The appearance of the Dinky Toys DS was greatly improved with the arrival of plastic windows from January 1958 [model number 24CP]. Still lacking interior seating and steering wheel, nevertheless the model now looked far more realistic. A year later, and the model was again renumbered [to 522] and new colours were introduced [lemon yellow and grey roof; orange and

cream roof] with slight changes being made to the wheel hubs.

Dinky Toys introduced a completely fresh DS model, produced from new dies, in 1964 [model number 530]. With its opening bonnet and boot, the new DS was a real masterpiece of die-casting. The open bonnet revealed considerable detail of the engine, as well as a spare tyre, and the base of the model also showed some of the details from the real car. The interior, with seating, was in cream plastic and a black steering wheel was included. Two colour schemes were available: light green with grey roof; and a dark red colour called ‘grenat’ in French, with black roof. Headlights were ‘jewelled’ to

Toy A-Tractions



enhance the overall appearance. In the late 1960s, production of French Dinkies commenced in Spain, and it was this factory that in 1976 brought out a model of the DS23

than metal counterparts from other toy companies], subsequently the plastic sometimes tends to warp. Warping seems to particularly affect early Norev models of the DS,

which was produced in several separate parts: roof,

with a restyled front including a representation of the directional headlights that Citroën had first introduced in 1967. In 1979, after the Spanish Pilen company took over, the Dinky Toys name was dropped, and these models today are quite difficult to find.

Like the Dinky Toys model, Norev's first DS came out in 1956. At the time, Norev models were produced in a plastic composition trademarked 'Rhodialite' and although the moulds that the company used resulted in accurate-looking models when new [often appearing better

body, base and front grille assembly, all glued together. Norev's first DS [model number I0] comes in a wide variety of colours, and is usually fitted with white plastic tyres and radio aerial, whilst the model is sometimes found with a friction motor included. From 1957, Norev produced a 'Micro-Miniatures' version of the DS in 1:86 scale, whilst in the mid-1970s a 'Mini-jet' series Norev model was available in 1:65 scale. Returning to the more usual 1:43 scale, the DS continued to be featured in Norev's catalogue throughout the 1960s and '70s, new

moulding being introduced in 1967 with the arrival of a model of the DS21, and plastic giving way to a metal body in 1972. Although it disappeared for a while in the 1980s, the DS returned to the Norev catalogue as the firm started to concentrate on the collectors' market. In recent years, Norev has produced some stunning models of rare DS variants such as the cabriolet and the Chapron coachbuilt Concorde and Palm Beach coupes.

The other main French model car producer, Solido, seems to have been curiously unenthusiastic about the DS. Although it featured a poorly-proportioned version in its 1:40 scale 'Junior' range of the mid-'50s, some versions available with clockwork motors and others as assembly kits, it wasn't until the mid-'90s that the Solido catalogue featured a DS [model number 8033]. Since that time, the DS has been continuously available from both Solido and its sister-company, Verem, including various police versions.

Using old Norev mouldings, the French Eligor company brought out a range of DS models about twenty years ago, many featuring advertising on the bodywork for such French products as Dubonnet, La Vache Qui Rit cheese and Waterman pens. Others carried the badges of fire-fighting brigades

such as Sapeurs Pompiers De La Rochelle and there were versions based on rally cars, such as the DS that won the 1970 Monte Carlo Rally.

A number of the smaller French toy companies brought out their own models of the DS in the mid-'50s. Gégé went so far as to produce the DS in three separate scales: 1:15, 1:18 and 1:43, whilst Clé brought out versions in plastic in the scales of 1:90, 1:64 and 1:48. Other early French producers of DS models include JRD and Minialuxe.

Many non-French toy companies also produced models of the DS. One of the more common of these was that made by Corgi Toys. The Corgi DS [model number 210] appeared in December 1957 and was the company's first model of a foreign car. Unlike many Corgis of the time, the Citroën was never available with a push and go motor, simply because there was not sufficient room to fit one. Corgi Toys of the time were not made to a common scale, and the DS was about 1:47. The lines of the real car are caught quite well, though the rear appears somewhat shortened. A hard to find rally version was brought out in 1965, and even more desirable to the collector is the Monte Carlo Rally Set featuring the DS 19 alongside a Mini-Cooper S and a Rover 2000. All feature rally

TOY A-TRACTIONS



stickers, and the trio are in packaging that represents a snow-bound hairpin bend, Alpine peaks in the background. Corgi's DS saloon [costing just 3/6d when it

judging from their proportions, seem to have been copied from the Corgi original.

Just to round off this [far from complete] survey of DS model cars, I should

mention the versions from the Italian RIO company and from the French/Portuguese maker, Vitesse. Both companies introduced their models in the mid-'90s and their products remain relatively easy to find and quite inexpensive. Both companies also offer a host of variations of the DS. As has been

TOY A-TRACTIONS

first came out] was in the catalogue for many years and had a second career when the Portuguese MetOsul company used the old dies in the mid-'70s for its own model. Around this time a number of Hong Kong companies brought out plastic models of the DS that,



illustrated before in one of these articles, there is a RIO model complete with a miniature General De Gaulle taking the salute. Perhaps the most original offering from Vitesse was its model brought out to celebrate the 40th anniversary of the famous car. This was a representation of a very striking advertising image that Citroën employed when the car first came out. A DS was photographed 'floating' on water, held aloft by four red spheres in place of the car's

tyres. The idea was to publicise the soft ride obtained from the hydropneumatic suspension. [John Pressnell's book on the DS includes a colour photo of the advertisement.]

This article has just skimmed the surface of the literally hundreds of DS models that are available. They come from a host of manufacturers, from many countries, in a range of different scales and in a variety of materials, from silver to wood!

Mark Ebery.

✂



Fleet Follies this edition features Ian Sperling and Mark McKibbin and a report on the doings of Jeff Pamplin, in China.

FLEET FOLLIES

IAN SPERLING — COMMITTEEMAN

We have just returned home from the WA Cit In. With a little preparation work beforehand, a grease and oil change in Perth thanks to Ralph Hibble for allowing use of his hoist and a little luck our 2CV had a remarkably good run. There were some minor incidents. In search of finding a site for lunch we beached the 2CV on a sandy road somewhere south of Geraldton. After removing the heavy weights (such as myself), a little shovel work and push we were back out onto hard ground. On leaving Kalbarri in heavy driving rain, moisture worked its way into the ignition causing a short unplanned stop. But, in context of such a big trip, they were little issues. Otherwise the car ran faultlessly for close to 10,000 kilometres. For now, its time to clean off some road grime and consider Cit In 2006 in Dubbo.

Ian Sperling

MARK MCKIBBIN — PRESIDENT IIBL

The IIBL has acquitted itself very well on the trip to Perth, all it needs now is a grease and oil change. The car cruised very well at the speed limit and I believe that it

would be happier at about 125 Kph but of course that's illegal.

I'm still not happy with the engine noise isolation so I will have another go at the front mount, I used neoprene last time and I think it allows too much vibration though.

At Cit-In I saw another Traction with ID motor and they had a modified Traction air cleaner/silencer that should be much quieter than my sponge jobby so I will try that.

Lastly I might try a I23 Ignition on this car

SM

Still waiting for me to complete the engine removal, now I'm not distracted on the Traction I'm sure I'll have more to report next time.

2CV

Need to go down to Melbourne to get some oil filters so I can do a grease and oil change. Also need to replace the plastic clips that hold the windows open.

ID19B

I haven't seen it for a few months since I dropped it off to have the front brakes fixed.

5CV

Time for the annual oil change

Velosolex S2200

Not a Citroën but it is underpowered and French so very similar. When I was in Perth I bought this moped, its an early sixties model and after finding the fuel blockage runs very well and may come in useful as a tow vehicle for the 5CV.

Mark McKibbin



JEFF PAMPLIN — FOREIGN CORRESPONDENT

Warmer weather, and spring has almost sprung in Dalian, Liaoning Province, China, with the first buds opening this week and maybe trees will blossom next week. Winter here was pretty cold for a Melbourne lad – the icy footpaths something of a challenge but a refuge from the dangers of icy roads where pedestrian crossings mean nothing at all to drivers with a dog-eat-dog, I'm-all-right-Jack, working-class-can-kiss-my-arse attitude.



A January holiday further north in Harbin, capital of Heilongjiang Province, brought much colder weather with temperatures down into the minus thirties Celsius, snow and

for its silk, canals and beautiful gardens, some of which have quaint names such as 'The Humble Administrator's Garden'. The best way to get around the city is by

bicycle and cyclists seem to be better looked after

ice all around. The city makes a feature - what else can you do - of the ice and snow and attracts many tourists to an ice lantern festival with outdoor displays of exquisite ice carvings and huge ice replicas of well-known monuments - Arc de Triomphe, St Peters, Louvre, Great Wall, etc. with coloured neon lights on the inside.

The solidly frozen river provided the opportunity to try some different modes of travel - horse drawn sleighs and dog sleds. The horses, one to a sleigh, were in good condition and had spiked shoes to grip the ice. They ambled along easily with a driver hanging onto the harness, running, and slipping alongside. In contrast to the familiar picture of a sled being hauled by a team of huskies, these sleds only had one dog each to haul two passengers. The huskies were large, strong, in beautiful condition and seemed to enjoy the easy jaunt, hauling tourists.

A few days later and much further south in Suzhou, Jiangsu Province, it was 'warm' enough for rain to fall instead of snow. The city is famed

than elsewhere with separate lanes and even a special, left turn, bicycle underpass at one major intersection. This took a bit of skill to navigate, enough speed to get out the other end but not too much round the wet curve, while watching out for other cyclists.

I happened upon an entrancing sight one morning while cycling along the Grand Canal [Suzhou, not Venice], a fisherman with a flock of cormorants doing all the work. A bird would dive, surface with a fish, hop onto a pole and be lifted into the boat by the fisherman and, with a bit of help from him, disgorge the fish and be dropped back into the water.

Lunar New Year was spent in Shanghai. The firecrackers and skyrockets went off almost continuously, not just on New Year's Eve but for two weeks and well after I got back to Dalian. A bit of excitement, even a lot, is fine but the explosions started about six in the morning and went all night!

Jeff Pamplin



This magazine includes a full list of priced spare parts as at the end of the club year. I would believe we have filled more orders this past year than ever before and would like to thank the members for their confidence in me.

I think it is inappropriate to publish figures in the magazine but copies of my annual report are available from the club secretary and will be presented at the Annual General Meeting, on April 27.

Highlights of the past year for me have been the success of the Traction weigh-in at the Concours, which surely gave a lot of members a better understanding of balancing their cars as I am receiving more reports of people using and understanding Bernie Hadaway's balance beam.

Round speedo and combination

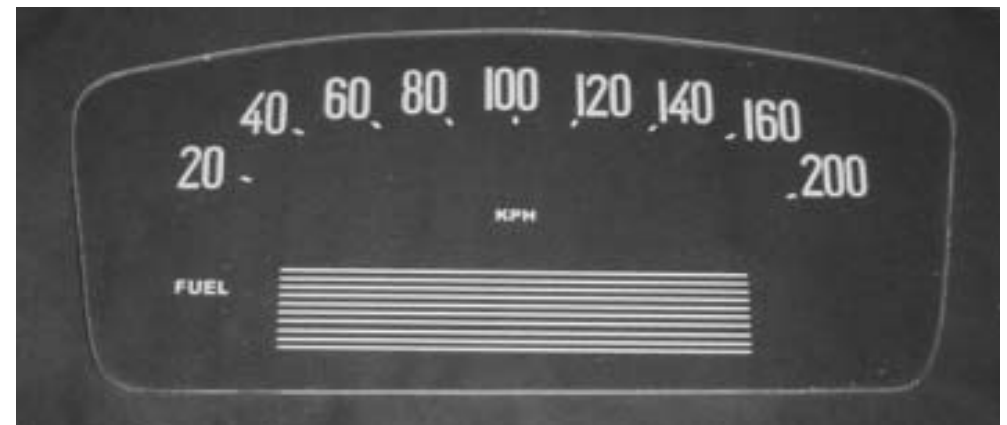
gauge dials coming to fruition, part of another long project and the increasing acceptance of the use of Jack Weaver plates, the sourcing of wind deflectors as described in the last

magazine and new hubcaps are currently on order in the U.K. Generally, these achievements are brought about by co-operation of other members sending me information that can be shared by all and last but not least we should all thank Rob Koffijberg and the team at Traction Avant Netherlands for their unending technical assistance and co-operation.

Another new product available is speedo dials for ID models to September 1965, correct me if I am wrong. Most of these cars now have very wobbly letters and numerals as they deteriorate, this new dial is screen

FLEET FOLLIES

SPARE NEWS



SPARE NEWS

printed on glass and is calibrated in kilometres, all that is needed is to replace your old dial with the new one and no calibration is needed for the speedo. However if you need to have your speedo calibrated and serviced, I have a local technician in Shepparton who can carry out this work for you, we may be able to supply some on a change over basis for tractions and IDs.

Rob Little



FOR SALE

1948 ONZE LEGERE

This car was originally registered in South Africa and exported to the UK. It was brought to Australia last year. While there are some unoriginal parts fitted to the car, and it will require some work to put it on the road it is an excellent vehicle. Recently repainted. Reg YSL 801. Phone Rob Little [03] 5823 1397. [28/9]

1948 Onze Legere, originally South African, via the UK.



1986 2CV

My wonderful 2CV [isn't it] is for sale. It's got a new [ish] engine, I23 ignition, and performs as good as it looks. I am looking for only \$15,000 for this delightful example of an 1986 model [and what a lovely one it is], with long rego [just done]. Phone Larry O'Carroll, [02] 4579 1051 or email larryocarroll@optusnet.com.au [28/9]

2003 C3 EXCLUSIVE

5 speed manual, just 28,000km, with the balance of new car warranty. Registered to July '05 [Qld] 457 GWY. Must sell. \$14,900. Phone Jason Rout, [07] 3399 7022 or 04 1998 8307 [M]. [28/9]

2CV ENGINE AND TRANSAXLE

2CV 602cc engine and transaxle #0905032790, complete with starter etc. Will start engine for interested buyer. \$1,200 neg. Phone Mel 04 1482 0631 [M] [28/9]

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] [28/9]

FOR SALE

1954 LIGHT 15

Silver big boot ex Warren Seidel. Garaged for last 15 years. Runs well, brakes redone recently, leather front seat needs re-upholstering. 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]

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 carb, 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 carb, 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]

1976 2CV

1976 not registered but near RWC. 26KA 974I, 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]

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 Isaacs, [08] 9377 7365 [28/8]

1974 D SPECIAL

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

WANTED

FRENCH TRACTION PARTS

Cibie headlamps and other parts for a French Traction. Phone Rob Little, [03] 5823 1397. [28/9]



Left: 2003 C3 Exclusive, with the balance of the new car warranty, in Queensland..

Right: 1986 2CV in excellent condition, in NSW.