



CITROËN CLASSIC
OWNERS CLUB OF
AUSTRALIA
Australia's National Citroën Car Club

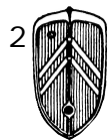
FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



APRIL / MAY 04 8 VOL 28 2 No 1





POSTAL ADDRESS

CITROËN CLASSIC OWNERS
CLUB of AUSTRALIA Inc.

The address of the Club and this magazine
is:

PO Box 52, Deepdene Delivery Centre,
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.

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

COMMITTEE

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clubshop@citroenclassic.org.au
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[02] 6254 1040 [H] 041 821 1278 [M]
WA Stuart Pekin, [08] 9386 9283
NSW Bert Houtepen, [02] 9746 9920
PUBLIC OFFICER — Jack Couche
31 Broadway, Belgrave, 3160
[03] 9754 3583



FOR SALE

1989 BX 16 VALVE

Fully optioned 5 speed manual, inclusive
of sun roof. New tyres, new cam belt
and tensioner, LHM filters cleaned and
LHM replaced, water pump and coolant
replaced. Excellent Condition, white,
tinted windows, manual, immobilizer.
Reg: DZH-058 [Oct '04]. I purchased
this BX for \$9,000 in May '02 and it
has been an absolute joy to drive. If you
would like to share in this experience
make an offer. This BX will pass any
inspection, and I am convinced that it
will be purchased by the first genuine
buyer [bargain hunter] who takes the
time to view. Contact: Jeff Cox 040 808
4648 or [02] 4984 9062. [AM]

1953 Big 15

Original condition, 99%+ complete.
Chassis: 9-535790. Prt dismantled. Ideal
restoration project -- too good for parts.
Inc spare gearbox. \$2,650. Contact: John
[03] 5558 7000 [B] or [03] 5599 2499
[H]. [FM]

1985 CX25 PALLAS

White. Reg: CCN 586. 123,500km.
One owner. RWC. \$5,500. Contact:
David [03] 9725 7255 [B] or 041 854
5000 [M]. [FM]

PARTS & PROJECTS

2CV 602cc engine & transaxle
#0909531540 - Good start for early
model upgrade \$1,200 neg.
Other parts available eg: Doors, Glass,
Mudguards, Bonnet, Instruments etc.
For wrecking or restoration:
1968 ID. Twin headlight. Complete car
partially dismantled #188 694 ex Bill
Buckle Mtrs. Sydney. \$950.
1954 Traction Big 15. Complete rolling
body in good condition, can supply

engine if required #9 535814. \$750.
1954 Traction Big 15. Complete car
partially dismantled #9 530399. \$1,500
D Special. Complete car partially
dismantled. #31927265. \$1,500
1961 ID. 6v French. Complete car.
#22800051. \$950 Big 6 engine &
transaxle. Complete unit less inlet/
exhaust manifolds. #PMO 05500
\$5,500
Other B6/L15 major mechanical/body
components available.
Contact: Mel, 041482 0631 [M] [AM]

WANTED

THREE 2CVs

Matthew Hall is trying to find three
2CVs for his wedding in July. The
wedding is in Melbourne and hopefully
a club member[s] can help him. Contact:
Matthew Hall matth@ihug.com.au
[AM]

PARTS FOR D SERIES

Weber carburettor & inlet manifold for
'74 D Special. Heater control light globe
holder & lens for DS 23 Pallas. Contact:
Rob Little [03] 5823 1397. [FM]

FAMILY 9 SEATS

3 fold-up seats for Slough-built Family
9. Contact: Effie Moore, [03] 9870
5184. [FM]

LIGHT 15 ENGINE PARTS

One dog coupling for the relay shaft to
camshaft. Contact: Warren, [08] 9417
1785 of fax [08] 9417 4020. [FM]

What a busy time it was over Easter; we have just returned from Canberra and the French Car Festival in Melbourne, all wonderful events and I would like to congratulate the organisers of these events as they were excellent and a lot of work goes on behind the scenes to make all of these things possible.

Tyres still seem to be the most burning issue, it appears that Michelin has not only dropped the supply of vintage tyres in Australia but also Holland and I would guess everywhere else in the world.

If there are any members interested

So if you are interested, please contact me as the club will not be stocking tyres and they will only be brought in by order.

Hub caps for Slough built cars are also on the agenda, if you are looking for or would like to buy some spare hub caps please let me know as we may soon be either buying some or having some made to order.

Parts continue to flow freely and most orders are being filled with only a few items on back order or not being able to be supplied.

The network of tractions seem to be growing and one of the strong points

of the club seems to be the availability of

parts and expertise and advice of members, the club in the past year has seen new members from Cairns to Perth joining for just those reasons. I hope that together we can continue to maintain our cars and encourage others to do the same.

Until next magazine 'au revoir'
Rob Little

SPARE NEWS

in obtaining 165 x400 or 185 x 400 tyres I ask that they contact me as I am working on an arrangement with a private importer to bring these into the country. I cannot offer cheap tyres but hope to offer tyres at a lower price than through the commercial outlets.

FOR SALE

GS 1220 STATION WAGON

Fitted with 5 speed GSA gearbox. Registered & RWC, QMH-008. \$3,000 neg. Apply in the first instance to Citro Mtrs Phone: 9419 4537 [AM]

1974 DS 23 PALLAS

Manual, EFI. Good looking, golden bronze with original caramel trim. Drives beautifully, daily runner, air conditioned. Very original, low miles. Reg: DS 023. \$15,500. Contact: David Lester [03] 9387 9785 [H]. [FM]

I must firstly thank our previous editorial team of Ian Sperling and Andrea Fisher for the fantastic job they have done in recent years producing 'Front Drive' every two months. You, the members, do not see the amount of work which goes into producing a Club magazine, but just find yourself without one and see how lost you would be!

With my arrival in the rôle, I have opted for a new look for 'Front Drive'. Why a change of look? Well, for members who have been around for a while, the magazine's present basic appearance was developed by one-time editor

Peter Fitzgerald

ED SED

back in the 1980s – and a review of the layout was, to my mind, overdue. Remember, even the D-series was in need of an overhaul after 20years.

Given my recent adoption of the editor's rôle this issue perforce features one of my cars – my newly arrived CX GTi Turbo II. However forthcoming issues will feature cars from member's from all over Australia.. So, do not be surprised if you get a note from me asking for a contribution to a forthcoming edition of 'Front Drive'.

Enjoy,
Leigh F Miles – Editor

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The Raid is over and the Traction acquitted it self very well indeed. I have no idea how far we went as only the trip meter worked [so the car still has a genuine 74,000miles on the clock] but it was at least 5,000km of some very rough roads, so be assured that tractions are tough.

I would like to thank the following members. Ted Cross, Robin Smith, Graham Barton, Rob Little, Gerry Propsting, Ian MacDermott, Jeff Pamplin [co- driver] and many other members who generously gave me advise and parts to complete the Traction.

and enough torque to pull up most hills in top gear without a drop in speed in other words a car I can use everyday.

On club matters... it is, I think, clear to everyone that the issue of amalgamation has become vexed. It is also apparent that while this issue remains undecided it is very disruptive to the Club and for the members. It is important that having begun the process it should be completed but every effort should be made to determine member's views as soon as possible - one way or the other. The club needs to get on with business and this process is becoming a bit of a distraction.

I would like to welcome Leigh Miles, Max Lewis and Ted Cross to the committee, we now have all positions filled so you can expect a great year... stay tuned
Regards
Mark McKibbin

GIPPSLAND GAS

After a 5,000km shake down the car is in need of a few adjustments and tweaks but the ID motor and 4 speed have been a very worth while addition to the car giving it effortless cruising at 110kph a top speed in excess of 135kph [we must have been in NT]

CITROËNING

CH PLATES

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

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

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



CCOCA Annual Budget Report from March 2003 to March 24 2004 for the General Account

	12 Months to March 2003	12 months to March 2004	
Opening Balance	\$9,471.93	\$11,781.30	
Credits			
Sponsorship	\$300.00	\$500.00	\$400 Outstanding
Memberships	\$5,876.00	\$5,457.50	
Events	\$3,170.00	\$2,906.00	
CCOCAShop	\$889.00	\$238.75	+ \$461.80 Float
Other	\$390.29	\$447.29	
TOTAL	\$10,625.29	\$9,549.54	+ \$461.80 Float
Expenses			
Magazine	\$2,170.35	\$2,285.88	
Postage	\$1,325.93	\$1,181.86	
Events	\$3,449.99	\$3,716.21	
Miscellaneous	\$1,068.00	\$2,895.33	
Bank Fees	\$282.35	\$254.41	
Government Fees	\$19.30	\$33.20	
TOTAL	\$8,315.92	\$10,366.89	
Closing Balance	\$11,781.30	\$10,963.95	
Change in Account Balance		-\$817.35	
All French Day Account		\$845.80	
Spare Parts Account [at 29/2/04]		\$10,810.54	



Treasurer's response to members re General account.

In response to questions asked at the AGM 2004 regarding the high printing costs in 2003/04 year compared with the previous years costs:

The high figure shown was a clerical error which was picked up when I recalculated the individual cost over the year. I can only put it down to a decimal point inaccuracy from an intermittent fault in my calculator

Currently we have a policy under Overton Insurance which is a staggering \$1,250 for 2003/2004 year.

\$337.00 was prorata from July to November 2003 and \$913.00 from November 2003 to November 2004.

We also purchased a digital still camera for the magazine at \$451.00

Another product bought for the shop was a series of T shirts, for the Club Shop, at \$152.00

CCOCA FINANCE

which I have now replaced. I also found other minor errors which have been adjusted, again attributed to the calculator.

The second Question directed to why the Miscellaneous amount was so high. This can be attributed to the higher cost of public liability insurance.

In the previous year we were covered under the AOMC membership policy this being \$115.00

Total of the above come to \$1,853 which

are extra costs we did not have against the previous year.

I hope these answers clarify any questions the membership have regarding my report

If any member has further questions I am only too happy to answer or for that matter I can make available the books for any further clarification.

Regards
Graham Barton
Treasurer



Please note: events with black 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.

M A Y

PAKENHAM PICNIC

WHEN: May 9
WHERE: Pakenham Racecourse
CONTACT: Sue Pater,
[03] 9704 6756

POINT COOK AIRCRAFT MUSEUM

WHEN: Sunday, May 16
TIME: 10.15am
WHERE: Point Cook Airbase.
COST: Free
BOOKING:

CONTACT: Preferred
Les Vidler,
[03] 9338 2006

The RAAF Museum is a unit of the Royal Australian Air Force and is just 25 minutes from Melbourne. The museum houses the largest collection of military aircraft in Australia, and includes the latest multimedia and

interactive displays as well as a fully functioning maintenance hanger where you can view restoration experts at work.

Directions: Take the Point Cook Rd/Laverton exit on the Princes Fwy [Geelong Rd, Melways 199 K4] and follow the signs to the museum. Advise the guard on the gate that you are with the Citroën Classic Owners Club – they have been advised of our visit.



A-TRACTIONS

A car park has been set aside for us opposite the main museum building. There will be a BBQ available for our use, but as there is no shelter be sure to bring umbrellas if necessary. A flying display is scheduled for the afternoon and possibly a guided tour [subject to the availability of a volunteer guide].

FOR SPAREPARTS & TOOLS

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

CLUB SHOP

For Citroën models, memorabilia and other items contact Andrew & Frances McDougall
Phone: [03] 9486 4221 or 041 731 0852

OTHER CLUBS:

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



MONTHLY MEETING

WHEN: Wednesday, May 26
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

Trivia Night!

It was clear at the AGM that members see the need for the Monthly Meeting to be more than just a chance to get together and have

JUNE OZ-TRACTION - BENALLA



WHEN: Friday, June
11 to Monday June 14
TIME: From 9.00pm
WHERE: Benalla
COST: \$96.00 per person

BOOKING:
Essential by May 21
CONTACT:

Ted Cross

[03] 9819 2208 or
activities@citroenclassic.org.au

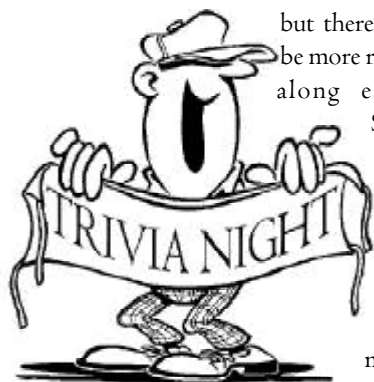
Full details of
Oz-Traction
weekend can be
found on page
10 of 'Front
Drive'.

GET STUFFED!

WHEN: Friday, June 18
TIME: 7.00pm
WHERE: Leigh Miles',
16 Harrow St., Blackburn South
COST: Cheap Eats



A-TRACTIONS



a chat – that is important,
but there does need to
be more reason to come
along each month.
So, this month
we are
holding a
Trivia Night.
Naturally
it is
predominately
motoring [not
exclusively
Citroën] related, spiced with
some general knowledge and some
that just need a slightly twisted view
of the world. Your Quiz Master is
Leigh Miles.



Leslie Farrar
9 Wesley St

South Fremantle, 6162

Dear Ian and Andrea,

I thought this might be of interest
to some readers. In the photo I have
sent is a 1964 ID19 mounted on the
wall of the workshop of Steve
Adams.

Steve is a furniture designer and
maker and a classic car enthusiast.
The ID19 was beyond restoration so
Steve had the brilliant idea of cutting
and welding it and fixing to the wall.
I share the workshop with Steve [I

restore antique furniture] and you
can just see my Light 15 in the
photo. Now, that is what I call a good
working environment!

I would also like to comment on Effie
Moore's Big 6. I knew Steve Muir
[the previous owner] and the amount
of time and money he spent on the
car. I had some input on the interior
trim. I was very sorry to hear the car
was sold and going 'over east' after
all the hard work Steve did on it.

Kind regards,
Leslie Farrar.



Steve Adams'
and Leslie Far-
rar's workshop is
adorned with the
panels from a
'beyond repair'
ID19. Leslie is
the owner of the
Light 15, who's
windscreen and
roofline can be
seen in the lower
right of the pic-
ture.



Dave and Bron Hancox
419 Left Bank Rd
Mullumbimby, 3482.
Re-Proposed Merger.

I would like to take this opportunity to express my thoughts regarding the above issue.

Having been a member of CCOCA for approximately 20 years I feel strongly opposed to the merger. I realise that getting people to fill committee positions [and others] is always difficult and is common to all clubs.

All car clubs are great, but CCOCA is unique and my involvement whilst

If combining events with CCCV solves most of the problems [except those with committee vacancies] then continue to do this.

In closing let me ask – who suggested and is pushing for the merger?

With kind regards,
Dave Hancox.

Dave and Bron,
Thanks for your letter regarding your views on the possible merger of the CCCV with CCOCA. You have raised a very important point that might well be concerning other members of the Club as well as yourselves.

The suggestion for the merger was first raised by members of the Club, and having been raised it was deemed by the Committee to be worth investigating further.

As for 'pushing' the merger, it is not a matter of 'pushing'. The concept was raised at it was deemed to be worth looking at. There is no hidden agenda, no pre-conceived ideas. As I have said in Gippsland Gas the process does appear to be having a destabilising effect on the Club and an early resolution is to be encouraged.

Mark McKibbin



in Melbourne [although limited due business commitments] will always hold very special memories for me.

Now living on the NSW coast removes me from almost all CCOCA activities, but I love being a member of CCOCA, I cannot wait for the next magazine to arrive and I still work towards getting the Big 15 registered again [my major project for this year], finding time and getting away to events.

CCOCA is very unique because of what it is and to me, a merger will make it pretty much just another car club [except that it is Citroën, so it will always be above all the rest].



BOOKING: Preferred
CONTACT: Leigh Miles,
[03] 9888 7506

editor@citroenclassic.org.au
Come and join us and get stuffed in two ways. From 7pm we will be getting the June/July 'Front Drive' into bags for posting. Afterwards, we will head out to get stuffed with Cheap Eats, in Box Hill.

MONTHLY MEETING

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

GIPPSLAND DELI RUN

WHEN: Sunday June 27
TIME: TBC
WHERE: Gippsland
COST: Free
BOOKING: Preferred
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

If you are after a way to combine the countryside with some of the tastiest gourmet goodies you are ever likely to try, head to Gippsland.

Victoria's West Gippsland region is a two hour drive south east of Melbourne and it's with good reason

that the area is known as the Gourmet Deli Region.

Here you will find some of Australia's best farmland – the rich volcanic soil produces all sorts of tasty goodies. It even has its own 40kilometre gourmet driving trail.

First up, head to Neerim South, home to one of the state's cutest and tastiest bakeries. Locals line up each morning to make sure they do not miss out on their daily bread. The oven is more than 120 years old. Just a few kilometres up the road is the town of Jindivick – where you will find the famous Jindivick Smokehouse.

And true to this establishment's name there is every type of smoked delicacy you could possibly imagine – emu, ostrich, and buffalo are all available.

If you are a cheese lover, try The Piano Hill Cheese Factory. The cheese here is pretty special because it is made from bio-dynamic milk. That means the cows graze on chemical-free soil.

It would not be a complete deli region without wine, and along the way you will find 25 wineries to choose from. South Gippsland is one of Australia's cooler wine regions – the climate and the soil have proved



perfect for making some of the country's best chardonnays and pinot noirs.

J U L Y

STEAM & VINTAGE EXPO

WHEN: July 5 - 7
WHERE: Echuca

9TH NATIONAL EARLY FORD RALLY

WHEN: July 11- 14
WHERE: Gold Coast
CONTACT: Keith Henry,
[03] 5596 1240

A-TRACTIONS

BASTILLE DAY

WHEN: Wednesday July 14
TIME:
WHERE:
COST:
BOOKING:
CONTACT:

N E VIC BASTILLE DAY LUNCHEON

WHEN: Sunday, July 18
TIME: 12.30pm
WHERE: St James Hotel
COST: TBC
BOOKING: Essential
CONTACT: Rob Little,
[03] 5823 1397 or
spareparts@citroenclassic.org.au

Join your motoring friends in the North East of Victoria for a fantastic Bastille Day Lunch at the St James Hotel. Unfortunately, spaces are very limited at this event, so give Rob Little a call and book your seat!

COUNTRY PUB LUNCH

WHEN: Sunday, July 25
TIME:
WHERE:
BOOKING:
CONTACT:

MONTHLY MEETING

WHEN: Wednesday, July 28
TIME: 8.00pm
WHERE: Canterbury Sports

Ground Pavilion, cnr
C h a t h a m
& Guildford Rds.,

C a n t e r b u r y
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

GET STUFFED!

WHEN: Sunday July XX
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

and its front weight bias. The car will track, hands-off, at 195kph. Sadly, at that speed there is more wind noise than in either Rover or BMW. Winds of those velocities put real loads on door sealing and the Citroën's can well stand improvement. So, can the car's general finish. It is poor, which for a flagship is a disappointment.

But the French have scored a notable success in both spreading their engine's turbo puff, and endowing the gutsy old four with quite good off-boost performance. The 7.75 to one compression is high for an exhaust-blown engine; the car pulls from 1,500rpm, even in its higher gears. There is real turbo urge available from about 2,200rpm, plenty low enough to cover gaps left by the gear ratios. Actually, the first four ratios are stacked fairly closely together, on the low side, but fifth is geared for just about 224kph at the 5,500rpm redline [and a whisker above 240kph where the fuel injections cutout works at 6,000rpm].

In the event, the car will not do 225kph, with less than a 6½ kilometre run-up. It will show 214kph [with the speedo hovering around the 225] but that takes some achieving.

CONCLUSION

The BMW, as befits its price, is the best of these cars. As well as achieving the 225kph target, it begs to be driven hard; the driver pays just a little in sacrificed refinement.

The Citroën, without great fanfare, presents the '85 state of the turbo engine art. Cruising stability is its other terrific feature. This car truly offers all-day 225kph cruising potential, something not necessarily available even in a Ferrari 400i.

The Rover, the big, stable, familiar old tank, packs real performance, even when measured against the best. A slippery differential and shockers a grade better might well give its handling the inspiration of the BMW's. And its extension of the Rover SD1 theme provides further justification for the car's creators. They will be calling this a classic before we are all too much older.

In sum, this trio makes up one of the car market's most important, though this is not commonly recognised. The cars deliver true high performance in a place where it is harder to engineer, where buyers are more discerning, than in any sports car category yet devised. They are the inspiration for the cheaper performance cars that are coming – the 16valve Golfs, the Escort Turbos and their successors. Their prices are not in the bargain basement, yet they offer unrivalled power-for-the-money. The test is simple: there are plenty of cars costing twice as much as these, which, if a flag were dropped, would not see which way they went.

This article first appeared in 'Car', April 1985.



problems of tag and poor low-speed performance. To complement the work the car gets revisions to parts of its suspension [damper rates have been revised in some modes; front and rear anti-roll bar diameters are greater] and Citroën's fattest tyres yet, a set of 210/55VR390 Michelin TRXs, go onto a new set of 'aerodynamic' wheels, each of which is distinguished by a flattened 'T for Turbo', which looks much more like a recently-flattened seagull than a letter of the alphabet. The GTi had an unfortunate motif for years; now it is the Turbo's turn.

The car's other distinguishing feature

direct, low effort and somewhat insensitive steering, make it a more difficult business than in a car like the BMW, whose superb small wheel and steering system - with its high seating position - make its placement in tight going far easier. The Citroën has grip, all right; stacks of it. The car usually corners always in mild understeer, most of it postponed beyond the old GTi's limits by the new, excellent fat tyres. Towards the new limit there is a good deal of body roll, but the car's low seating position and soft fabric-covered seats hold front occupants against it well.

But the Turbo, perhaps because of the

greater cornering speeds it will accept before

breakaway at the front, will move into surprising, shallow oversteer when the driver throttles off brutally in mid-bend. It is not an upsetting characteristic - a tinge of opposite lock corrects the condition instantly - but it is a bit of a shock for those of us who have grown used to one certainty in life being that the CX's long wheelbase and low centre of gravity always prevents the tail from poking out.

The car has simply sensational dead ahead stability, functions of its wheelbase, its equal-length wishbone front suspension [which prevents the gyroscopic effects that other systems generate that defect the car off-line]

Cruising is very much this car's métier. It will, of course, chase quite well along the back-roads. But its bulk and the concentration required of its driver to place it accurately with that ultra-

PERIOD PIECE



is a large, rear-mounted rubber spoiler, much more prominent than the GTi's. The French engineers are refreshingly reticent about making any great claims for dramatic stability or Cd improvements; the thing is there first and foremost to distinguish this fast car from the others of the CX persuasion. The only striking claim for the car, one chock-full of serious intent, is that this machine has been built with 200kph all-day serious motorway cruising in mind.



AUGUST SEPTEMBER

MONTHLY MEETING

WHEN: Wednesday, August 25
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

PROGRESSIVE DINNER

WHEN: Saturday, August 28
TIME:
WHERE:
COST: Free
BOOKING: Essential
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

GO-KART RACING

WHEN: Sunday, September 19
TIME:
WHERE:
COST:
BOOKING: Essential
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

SPARE PARTS FUND MEMBERS

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

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

OZ-Traction Benalla

This year CCOCA is pleased to host the June long weekend event in Central Victoria in the pretty Rose City of Benalla. All members are welcome to join us from anywhere in Australia to visit this memorable area - being in Central Victoria it should be quite accessible for members from the ACT and NSW. As in previous years we need to have an early indication of numbers attending so that accommodation and meals can be arranged. Please contact your organizers, Helen and Ted Cross on [03] 9819 2208 or activities@citroenclassic.org.au.

This year the Rally Fee is \$96 - and as always it is very good value for money. What do you get for your \$96?

- ☞ Friday night supper and chat [you can register and pay your Rally Fee at this time. Remember this is a hearty meal, so there will be no need to eat beforehand. BYO drinks.

- ☞ Saturday breakfast.
- ☞ Saturday lunch
- ☞ Saturday tour expenses
- ☞ Saturday dinner [BYO drinks]
- ☞ Sunday breakfast.
- ☞ Sunday lunch on tour
- ☞ Sunday Formal Dinner [refreshments to your account]
- ☞ Monday morning farewell breakfast

With most of your daily expenses are included, and accommodation costs are extremely reasonable and most attendees will be located in the one complex. Alternate styles of accommodation are available on request to suit your budget. We have also located a local caravan park that you can use as an alternative, but it is a little further from the main event.

You will need to pay your accommodation direct to the 'Trekkers Rest' owner, or phone [03] 5762 3535. Website: www.trekkersrest.com.au

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

We look forward

BOOKING
DEADLINE EXTENDED
TO MAY 21



HOW THE CARS COMPARE

	BMW M535i £17,950	Citroën CX GTi Turbo £12,990	55VR390 TRX
Price			
DIMENSIONS			Rover SDI Vitesse £15,465
Length/wheelbase [cm]	462/263	466/284	
Width [cm]	169	177	
Track front/rear [cm]	143/146	152/137	474/281
Kerb Weight [kg]	1,313	1,387	177
PERFORMANCE			151/151
Acceleration: 0 - 80kph	5.7	6.2	1,440
0 - 100	7.1	8.1	
0 - 160	18.8	23.8	5.5
0 - 190	29.0	39.5	7.1
Acceleration in fourth:			21.0
65 - 100	7.0	7.8	33.5
80 - 110	7.1	8.1	
100 - 130	7.2	8.9	7.0
Maxima: First	62	48	7.3
Second	96	82	7.5
Third	130	123	62
Fourth	182	170	98
Fifth/rpm	222/5,800	213/5,300	147
Fuel Consumption [l/100km]: Test	12.3	11.4	205
Urban	9.9	14.0	216/4,600
Constant 100kph	6.7	8.0	12.3
Constant 120kph	8.0	9.9	15.3
Fuel cost @20,000km/yr	\$1,980	\$2,800	7.5
MECHANICAL SPECIFICATIONS			9.4
Cyls/cc/fuel system	6/3,430/fi	4/2,500/fi	\$3,060
Bore/stroke [mm]	92/86	93/92	
Valve gear	sohc/12v	ohp/8v	8/3,528/fi
Compression ratio	10:1	7.75:1	89/71
Power [kW/rpm]	158/5,200	122/5,200	ohp/16v
Torque [lb ft/rpm]	229/4,000	217/3,250	9.35:1
Brake, front/rear	ABS/disc/disc	disc/disc/powered	138/5,280
Suspension: front	strut/transverse link/ anti-roll bar	equal length wishbones/ hydropneumatic self- levelling	220/4,000
rear	semi-trailing arms/ coil/anti-roll bar recirculating ball/ assisted	trailing arms/hydro- pneumatic self levelling rack & pinion/powered	disc/drum/assisted strut/transverse link/ anti-roll bar
Steering			live axle/radius arms/ self-levelling units
Tyres	220/55VR390 TRX		rack & pinion/assisted



should have no trouble with any lack of refinement, provided he is prepared to give a little for the sake of near-limit stability.

This chassis mirrors the BMW's characteristics. It understeers little [perhaps a whiff more than the Bavarian] and stays stable on the over-run, even when it has been pushed close to breakaway. It will flick into shallow oversteer if deliberately unbalanced with wheel and no throttle, but it is the gentle kind, which practically peters out by itself. With a manageable steering wheel, there would be the same kind of effortless flick-straight corrections available in

PERIOD PIECE

this car as the BMW. But the glorious power-slides are not really on the menu, mostly because the Vitesse's power spins uselessly away through the inside rear wheel in really hard corners, for the lack of a limited slip differential. If any fast car ever needed better traction, this gutsy old Rover is the one.

As far as outright performance goes, the Rover slows dramatically after 148kph, its third gear limit. Fourth and fifth are high, too high for rapid acceleration to a top speed. But given time and patience – and the forbearance of the law – the car will show 215 and 4,600rpm without much trouble; 225 might just be

possible with an eight kilometre run in. It is an honest old truck, the Rover.

CITROËN CX GTI TURBO

The French make a play about not having changed the chassis and running gear specification much for their new car over that of the former, non-turbo GTi which, you will remember, is a 100kW, 200kph car also of sporting mien. The Turbo has the same ancient 2.5litre four-cylinder engine of unsophisticated design [iron block; eight pushrod-operated valves], but its compression ratio is lowered from 8.75 to 7.75 to one [still fairly high for a

turbo engine] and fitted with a Garrett T3 turbocharger

which pressurises the induction system to a maximum of just over 69kp. The puffer feeds the engine through Bosch L Jetronic fuel injection and ignition is provided by a solid state electronic system, already seen on the 'ordinary' GTi, but now with a knock sensor to retard the timing in case of pre-ignition.

By these means, Citroën have produced a car with a 22% power boost [122kW at 5,000rpm] and 40% more torque [217lb ft at 3,250rpm] compared with the GTi's solid figures. However, what is also important, and may account for the lack of an intercooler, is the refinement that has been poured into the engine to take it beyond the traditional turbo



to receiving your early acceptance/confirmation that you plan to attend as soon as possible. There is a variety of accommodation at 'Trekkers Rest', but you will need to book early to get your preferred choice – be sure to mention you are with Citroën Classic Owners Club to obtain the group discounted rates.

Remember, the cut-off for bookings is May 21. No ifs, no buts!

Your itinerary for the Queen's Birthday Weekend:

FRIDAY NIGHT

Join us in the 'Trekkers Rest' communal recreation room, for registration and payment of \$96 pp registration fee. This will be followed by a substantial supper and a chance to chat with old friends. BYO.

SATURDAY

Communal Breakfast is provided by the Club and after that we shall meet at the Rose Garden [10.00am] for a photo session and a convoy drive through Benalla.

Saturday lunch [12.30pm], at the Tatong Hotel, is included in your fee.

Saturday afternoon is a surprise drive and special event in Swanpool.

Pre-dinner drinks 'Trekkers Rest' recreation room.

At 7.00pm we will gather for dinner – a delicious Country-style dinner at the 'Trekkers'. Drinks BYO

SUNDAY

Communal Breakfast from 8.30am. We depart on the Observation Run [optional] at 10.00am. The route takes us to a visit to Glenrowan [a famous site for Ned Kelly fans].

Sightseeing, and a winery visit [or two] and lunch at 'Touts Directions'. There will be time to buy-up on local wine and other produce.

Tonight is the formal dinner at the Benalla Bowling Club – music from the juke box. [Refreshments to your account] After dinner we return to the 'Trekkers' to continue chatting and sharing stories. Dress up for tonight! Awards, and the raffle draw.

MONDAY

Our final event – the Farewell Breakfast. Orange juice, bacon and eggs, mushrooms toast... to prepare for your trip home. Early departures are assumed so we will start at 7.30am [or by arrangement if required].

Time to farewell friends, pay for your accommodation and depart for home.

So, please complete the booking form as soon as you can and post it to, Ted Cross, 173 Power St., Hawthorn, Vic., 3122.

We look forward to welcoming you to Benalla.



P R E S I D E N T

Mark McKibbin,
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[B]
president@citreonclassic.org.au

Age: 48
Job: Internet Service Provider

Interests: just about everything
mechanical and historical therefore I am
the very model of a modern Major-
General ...sorry got carried away.
[apologies Gilbert & Sullivan]

Cars: 5CV, 11BL, 2CV, ID19B, SM,

2CV6, Berlingo, C5. That means I have
far too many cars, this year will definitely
be one of subtraction rather than
addition and if I say it enough I may
actually believe it.

S E C R E T A R Y

Max Lewis,
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secretary@citreonclassic.org.au

Your Committee



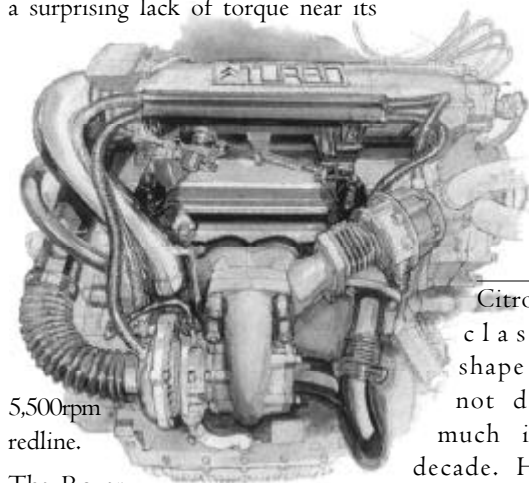
Your committee,
left to right:
Mark McKibbin
and Max Lewis.



that is certain, but there is a broad-
shouldered hunkiness about it which
the big rear rubber dam, the low stance
and the multi-spoke alloy wheels
[echoing the racing look again] only
enhance. The front spoiler, new for
'85, is a spin-off from the track cars,
too; though Rover engineers make
half-hearted claims about its benefiting
stability at speed. The true benefit is
obvious, though, before the car turns
a wheel.

This Rover power train is the least
complicated, most docile of the three.
There is an equal willingness to woofle
along at 800rpm in second or third,
or to crack up to five-and-a-bit in
fourth, the other side of 195kph. The
engine does not have quite the bite
which those used to V8s of a really
big capacity might expect; it really
needs to be turning 3,500rpm or so
to deliver a real V8 kick, and even then
it lacks the bass thunder that Mustang
appreciators might expect. Still, it is
smooth and the sensational
relationship between engine, clutch
and gearchange mean that almost

undetectable smooth changes can be
made, up or down, as a matter of
course. The car is very nearly a match
for the BM, especially in the indirects,
missing out only for its lack of a strong
top-end. It sounds strained and shows
a surprising lack of torque near its



5,500rpm
redline.

The Rover
is well tied down. The firmness of the
damping is particularly obvious as
you rumble it through town, on your
way to do some big speeds. Yet the
ride is always flat and it is quiet over
most surfaces, too; more so than the
BMW. Certainly the family-user

Citroën's
classic
shape has
not dated
much in a
decade. Han-
dling is fail-safe
FWD, with un-
dersteer at the
limit. Stability is
excellent. Cabin
is out-moded
and will soon be
revised.





turns lock to lock] steering system only heightens your enjoyment.

ROVER VITESSE

There is a simple specification here. Hefty fuel injection lump, pumping out 138kW and 220lb ft of torque, is levered into relatively crude but essentially good handling and well developed Brit chassis to provide Blighty's closest thing to a US-bred muscle car. The Vitesse's all-alloy V8 of 3,528cc is fed by Lucas L electronic fuel injection and punches out its maximum power up around the 5,300rpm mark, and its torque high up for a V8 at 4,000rpm. The power

The Vitesse stands up quite well to the competition. The body is lacking in interior leg and headroom now, and the footwells seem surprisingly confined for a big car, but the dashboard, tarted a couple of years ago, works well enough [not everyone likes its style though] and those nicely weighted controls give the car a well-thought-out, cohesive quality. The slight stiffness of the rifle-bolt gearchange works well within the firm clutch and brakes, and it would suit the weighting of the power steering system if it was not for the fact that the wheel is at least a couple of sizes too big, and irritating with it because

of its Allegro-esque 'quartic' shape. I will bet Steve Soper does

not have to make do with this ludicrous item when he is hefting the sweet-handling, superb-sounding racing Rover around Brands Hatch.

The Vitesse is still a surprisingly handsome old thing. It does not have the sheer, enduring style of the CX,

PERIOD PIECE

is fed through a widely arrayed set of five ratios, the first of which is no higher than the BMW's, the fifth of which is a radical 0.79 to one overdrive with a theoretical maximum at the engine's 5,500rpm redline of 255kph-plus.



TREASURER

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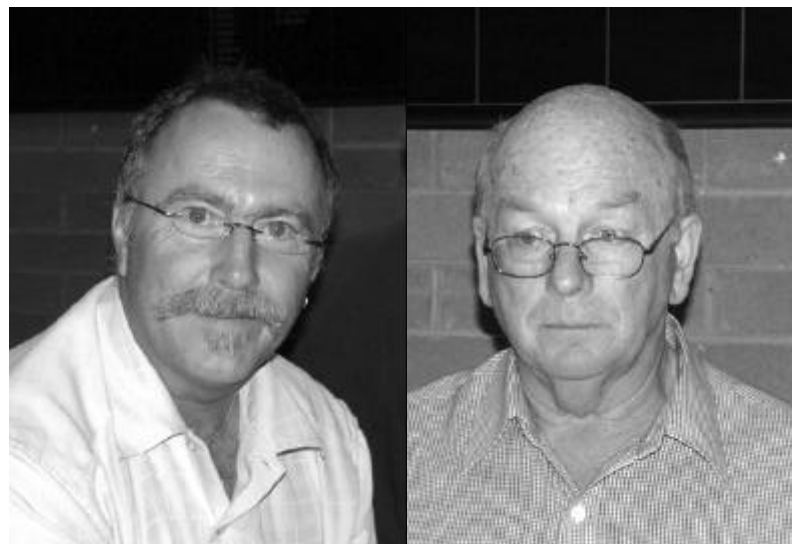
At a very young age, seven I think, I saw my first Citroën, an 11BL as I recall pulling into an Amoco service station in Rosebud [Mornington

Peninsula]

I was so impressed with the elegance of the car from the flowing guards, curved grille avec chevrons and bold shiny headlights right down to the scrolled door handles that I swore that one day I would own one As with all things other life processes took priority and it was not until the early 1990s that I went to look at a heater for our house renovations and

came home with a beautiful burgundy 1952 small boot Light 15 [without a heater for either the car or the house]. Fortunately my wife understood. Since then I have been in the custody of a 1974 D Special, a 1990 2CV Dolly, a 1989 Charleston and two 1975 GSs. I have on numerous occasions with my good friend Ted Cross travelled all over the state rescuing Citroëns in various states of disintegration. The hope is that one day they may be useful as a source of spares for other acquisitions.

I think I am well and truly affected by this Citroën bug; so much so that I have sought counselling. Fortunately, for me, the specialist says there is no cure, so I will unfortunately have to live with this affliction for the rest of my life. 'How unfortunate', as I keep telling my wife.



Treasurer, Graham Barton and Spare Parts guru Rob Little..



SPARE PARTS OFFICER

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I am commencing my second full year as Spare Parts Officer for CCOCA. Not much has really changed since I took over the position in October 2002 except I have grown a little older.

My working life was spent in the motor trade around Shepparton in Victoria commencing in 1956 and included industrial and agricultural equipment, I was fleet manager at Ardmona Foods for over 30 years and now in semi retirement

I keep my hand in running our own school buses. This allows me

plenty of time to do other things that are important to my wife Libby and I such as minding grandchildren, taking well earned holidays and indulging in the cars of our choice.

My primary interest is in good quality older vehicles which drive well and are comfortable. Inevitably this lead me to Citroëns, but I also have a lust for Delage, Alvis and all types of cars that are a pleasure to drive. To me it is an appreciation of the design quality and engineering that make up a car rather than what someone else considers to be the 'right' car to drive and Citroëns have all these qualities.

ACTIVITIES DIRECTOR

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activities@citroenclassic.org.au

Your Committee

Your committee:
Left to right. Ted Cross the Club's new Activities Director. Leigh Miles is your editor and Ian Sporkling and Andrea Fisher have taken on the Committee Perosn[s] with our Portfolio.



210kph. After that the engine, well past both its power and torque peaks and with a housebrick shape to propel, has a job to make way rapidly. Eventually, though not on a three kilometre straight, the remarkably accurate speedo will show 232kph, a whisker under 225 true. Our test car's tacho would hardly show 6,000rpm, let alone reach the 6,100-6,200 red sector, before the rev limiter built into the Bosch Motronic II engine management system stopped further progress.

The M535i chassis is a brilliant piece of development. The car corners at all speeds up to the limit with no discernible understeer. Its turn-in is as crisp as many a track car's, and the violent wheel movements in mid-bend or abrupt throttling-off will not much affect line or attitude. Under heavy engine braking, the nose just tightens a whisker to provide a gentle throttle steering facility.

The main adjustment to cornering is made with the power. The brilliant partnership of power spread and close

gear ratios makes real punch available whenever the demand comes. Press the throttle decisively, and the car will poke its tail with superb stability and predictability. Power slides come easily in this car, because the slippery differential prevents power from being spun away and wasted on the inside rear wheel. You can hold them, too, effortlessly through the 130kph bends of the Bruntingthorpe sprint track, and when you want to stop because the car's heading is just right, you either flick it straight with a single, quick move, or you feather the power a little – not too much – and just ease the opposite lock as the car straightens itself.

This BMW displays rare benefits of strong roll stiffness. As the tall recovers itself from a power slide, there is none of the body lurch that can, in a lesser car, so easily lead to a loss of adhesion the other way. The BM just stops sliding, grips straight and goes. The fact that this adhesion and balance, this power and poise, is allied to a superbly weighted and direct [2¾

Big, stable Rover still looks aggressive; Vitesse has some overtones of racers. On the limit handling cannot quite match BMW, however. Cabin is not roomy for size.





The M535i runs what is rapidly becoming known as a 'body kit', an under-bumper air dam in front, sill extensions at the body sides and a body colour bootlid spoiler. The usual claims about stability and reduction of drag factor are made for these; BMW say the Cd goes down from 0.38 to 0.37, an improvement barely worth having for the comical look they bring to what is essentially an 'upright' and matronly motor car. Something like The Dowager Queen with thigh-high boots and gold lame G-string Badges that shouted a little louder and somewhat less of the body plastic would have been more welcome.

theoretical 225kph at a 6,000rpm limit, but it gives peaceful ton-up cruising at a whisker over 4,000, the engine's torque peak, where 229lb ft is smoothly and effortlessly delivered. There is thus oomph in buckets to push the car on into the 200s and 210s, whereas the ZF box's 45-odd kph/1,000rpm does not [according to tests elsewhere] provide anything of the instant 160kph response.

The engine/gearbox combination makes the car. It sings. It surges away from the line as the firm clutch is popped, without wheel spin unless you dump it aggressively with 4,000rpm or so showing. There is a brilliant

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Our test car was fitted with what turned out to be a crucial option, the Getrag close ratio gearbox with direct drive top gear instead of the standard wide-ratio ZF box's 0.81 to one overdriven top. The Getrag gives the Five a top gearing of 38.5kph/1,000rpm, just enough to provide a

progression through the gears – 70kph,

100kph, 130kph – with the engine never off song. The smoothness of the BMW is there, the typical engine whine-whirr with an edge of aggression from over your shoulder.

You change out of fourth at 183kph and there is still strong acceleration that does not really peter out until past



PUBLICATION EDITOR

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This is my second stint in the rôle of Editor for 'Front Drive' and I see it as a very important position on the Committee. For members who are not in Melbourne the magazine provides a vital link with the activities of the Club. For all members it keeps them up to date with what is happening in the world of Citroën.

As well as having been Editor in the past I have also held the positions of President and Activities Director.

I returned from three years out of the country in late 2003 and the 'fleet' now consists of:

1954 Light 15, 1979 Dyane Weekend 6, 1980 Visa Club, 1983 GSA Pallas, 1983 Visa GT Cabriolet, 1985 Visa GTi, 1986 Visa GT Challenger and a 1988 CX GTi Turbo II.

COMMITTEE PERSON[S]

Ian Sperling and Andrea Fisher
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[03] 9874 1960 [H]

We are now the committee members without portfolio. You may remember us as the former editors of this fine journal. We are delighted that Leigh has taken over editorship for Front Drive and even more delighted that he is taking it in new directions and adding his own individual flair.

After almost five weeks away on 2CV Raid 2004 we are back home and attempting to return our lives to normal. I must admit there is some adjusting to do. Perhaps 'holiday of a lifetime' has become somewhat hackneyed, but traveling through some spectacular countryside, enjoying great experiences and returning home with about 100 new friends must come close. We will have to tell you more later.





Your Committee



'70s when they closed it in favour of doing all such work in Europe. A local farming family called Walton decided to acquire the place with a view to tearing up the three kilometre runway, supporting taxi-ways and buildings to farm the land, then realised the potential of the place as a test centre and sprint track. They are going ahead at full speed to develop the facility. 'We're only just beginning,' says Dave Walton one of three brothers behind the project. 'We need to develop an image for the place; maybe that will come from the sprint meetings. We do not want to run full-scale racing here, though. We prefer to keep it for club racers and serious testers.'

Serious testing was something that required a tinge of bravery on our two days at Bruntingthorpe. The superb runway wore a coating of packed snow, melting slowly on Day One. Only on Day Two were we able to wear a track in it, right beside the centre line. That would withstand 210kph plus, as ice spattered against the bottom of the cars, but woe betide the driver who

put a wheel outside the groove...

BMW M535i

You could call the M535i a simple car for BMW to build; it is a surprise that they did not do it before, to steal some of the Alpina thunder. There has been quite a lot of that about, lately. Broadly, they have taken the 158kW, 3.5litre six-cylinder engine used in both the 735i and 635CSi, and strapped it into the Five Series with a minimum of fuss. The supporting hardware includes specially recalibrated suspension, stiffer springs and Bilstein gas dampers, plus hefty roll-control bars, front and rear. As anti-lock brakes are standard, the car gets a set of 6.5in wide alloy wheels that run hefty 220/55VR390 Michelin TRXs. The steering is power assisted, the steering wheel itself is a small diameter, thick-rimmed affair and the seats are BMW's own supportive 'sports' variety.

The scene is set for some real horsepower to be put on the ground, especially since the M535i runs a limited slip differential.

Matronly lines of the M535i belie sporty character of the car. Oversteer is easily controllable. Cabin appointments are those of luxury Five series, with small wheel and sports seats thrown in.





doors, but for the fact that their four and five-door models that use their most powerful engine, the 16valve turbo four, lack the three-door coupé's speed-building aerodynamic body bits. They stop in the middle 120s. This leaves us our three key contenders.

Any chase toward 225kph might seem frivolous [indeed, it will be seen that way by those with only a surface understanding of cars] were it not for the other strengths which the ability to attain higher speed brings to cars made by the greater car makers. Greater speed breeds greater cars. Always has. The extra power one needs

gearing it must run to attain such a high speed. But there are other reasons: it will have sophisticated aerodynamics [bringing stability and usually an absence of wind roar]; it will have brakes, steering, tyres and roadholding which have been developed on a new, higher plane. And there will be peripheral benefits such as seats with improved side-support and body modifications which set the car apart from the herd. In short, extra speed should bring extra sophistication, extra agility, extra desirability.

We took our three test cars BMW, Citroën and Rover – to a test track, new to us, at Bruntingthorpe, south of Leicester. The focal point of the place is a straight 60metres wide and 3¼km long, a legacy from days when it was a US Air Force base, home for a gaggle of massive B52 bombers in the early '60s. Later it was taken over by Chrysler [pause for regulation question: Since when did Chrysler UK actually test cars?] until the middle

PERIOD PIECE

to propel a 210kph car at 225kph, is far greater than a simple, linear 7.7% – and since nothing but flexible power will do for today's car buyers, the extra push flows right through a car's speed range. What is more, the 225kph car is effortless indeed at 160kph, if for no other reason than the high top



What a start to Cit In! A car, well a 2CV, with the number plate VOM 11T. Naturally, it was from NSW – no one from Victoria would dream of having VOMIT as a registration number, would they? Although, on the other hand... it could look rather good on my rather vomit-coloured GSA... Anyway, Catherine is the proud owner of this lovely car.

Sue and I had started from Melbourne at about 6.45am on Good Friday, with the idea of avoiding the worst of the Easter traffic – which we did. We arrived at the Carotel at about 3.15pm, just in time to

undertake registration, which was accomplished with great speed. Receipts were handed over by Peter Alabaster [who was there in his not quite perfect, but very late GSA Pallas], 'goodie bags' were being handed out by Ruth Wilson and Belinda Neil was putting fluoro-yellow

wrist bands on everyone. These were to ensure you could prove you had paid, and then get fed. All the while Mike Neil hovered in the background to ensure everything went smoothly, – which it did.

Rather to my surprise there appeared to be only one Club Shop in operation – that of the Queensland Club. It was especially pleasing to see Esther Wade back in her designated spot: running the shop. Naturally, it being the first day of the event she was not doing much in the way of

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business. I know from personal experience that all the best trading occurs on the Monday morning, when everyone knows how much money



Catherine's 2CV – VOM 11T. You really do just have to love the whole concept, especially on such a suitable car.



they have left in their kitty.

Naturally, Mike despite being the main organiser of the event seemed to fail to arrive in a Citroën. While it is a very lovely yellow Renault 16, a Big 6 it was not. However he has promised that we will see his IIBL before the end of the weekend.

The next salient meeting was with Les Vidler. After sharing greetings with Sue Bryant and myself he went on to tell us that he was in search of an accumulator sphere for his DS. Apparently, it has given up doing

whatever it is that accumulator spheres are supposed to do [see, I never did claim to have nay mechanical skills at all], but it seemed to have stopped doing it in Albury.

Before we could get much further we had a conversation with Alan and Jenny Leviston. We shared experiences of Manchester and opinions on the membership of the UK Citroën Car Club. Whilst our opinions were in general agreement, I will not take that conversation any further - remember I do have friends in the UK Club, these days.

As supper was to be provided at 8pm, Sue and I decided to grab a little food before then. Breakfast having been taken some two hours early our hunger pangs had been running early all day. After dinner we joined the rest of the group for a little supper and some socialising. Being a little late arriving

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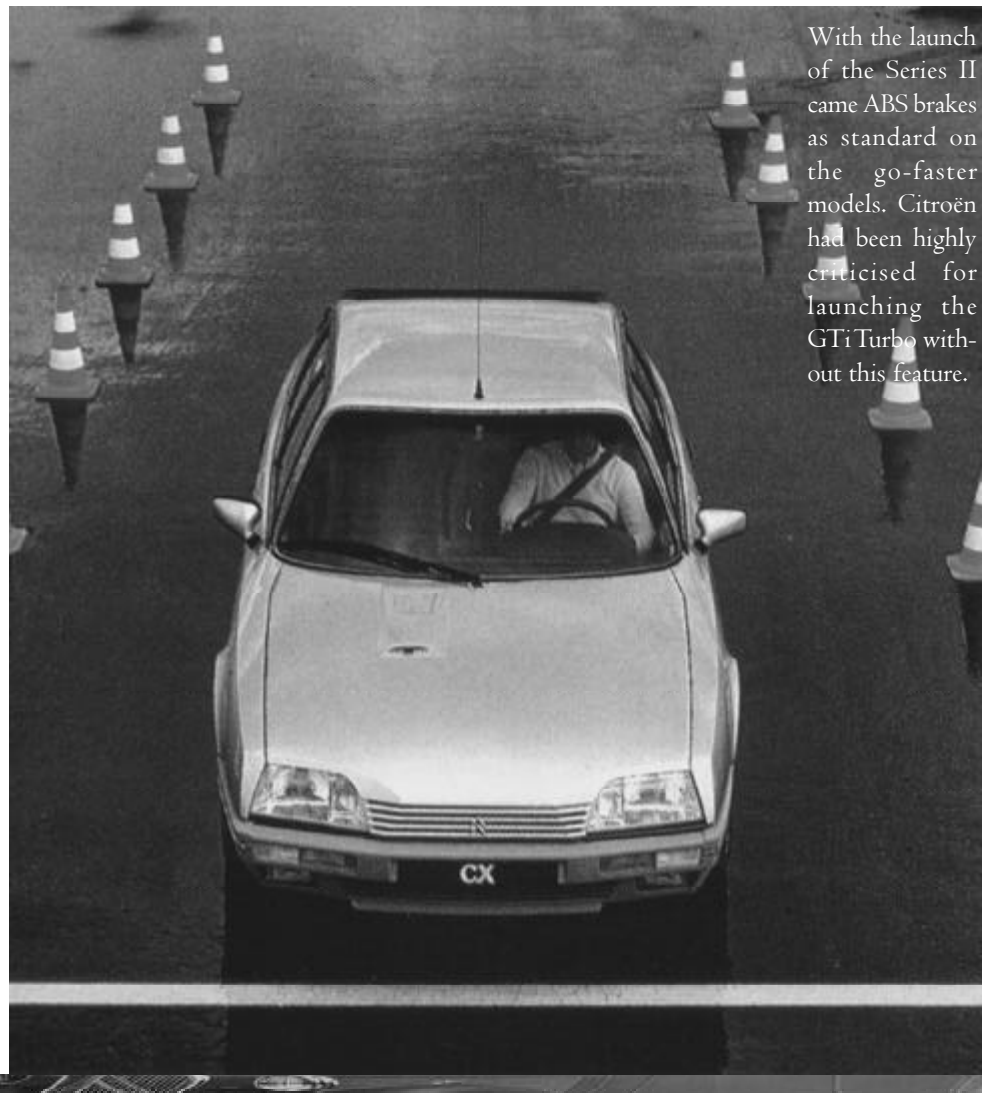
On Friday night, after super, the hub-bub of noise in the communal room was almost deafening. John & Tricia Fleming, Rob & Libby Little, Colin and Denise Bates are all in view.



reminiscent of the more-than-meaty Group A racing saloons.

Audi might have been numbered in the select group, too, but their fwd Turbo model is now only available as an automatic, plainly slower than the

manual five-speed versions of the three cheaper cars. Their new 200 Quattro, available with a manual gearbox, joins the lower ranks of the 'super saloons' at a basic price of £22,000. Likewise Saab might have had an entrant among 225kph four-



With the launch of the Series II came ABS brakes as standard on the go-faster models. Citroën had been highly criticised for launching the GTi Turbo without this feature.



There was a time, not so long ago, when the simple ability to attain 160kph decided whether a saloon car could be described as 'high performance' or not. Aerodynamic theory was at a stage where a four-place car with a big body needed quite a lot of power just to attain the ton; thus it had acceleration, too.

Those were days when only sports models had graduated to radial ply tyres. The MI motorway, the UK's premier public speedway, carried no 110kph speed limit, North Sea Oil was a new phrase, and nobody breathed a word about world reserves of the stuff having a finite limit.

PERIOD PIECE

In that environment, tuned family four-doors became exceptional when they crept over 140kph, especially if their usually copious speedometer error was not included. Plutocrats who could afford Astons and Jags still felt a pride worth mentioning when they took their cars [some costing as much as £6,000] onto the motorway and turned up three figures for a few miles.

It is very different now. We have a national speed limit to govern family cars, some of which have engine potential that would have done credit to very good competition cars of the early '60s. Any 1985 family chariot that will not do a ton is slow. The cream of the GTi brigade can now

reach past 195kph, and even the other ranks can manage 185kph, with roadholding to match.

In fact, rather a lot of today's saloons, with engines bigger than 2.0litres and more cylinders than four, can approach 200kph, helped by designers' recent emphasis on giving them clean shapes. The BMW 528i is a venerable example of this – and the Sierra XR4i and Audi 100 go as hard and are even more efficient.

Now, the old 'ton-up' barrier is erected at 225kph. Presently, it takes a purpose-built, cigar-shaped sports car or a saloon with the power and sophistication of a Jaguar XJ12 or Mercedes 500SE to

shatter it. Cars which ordinary people can afford to run, and to leave in the street, cannot convincingly beat it yet, though the chase is on.

BMW, predictably, are in the forefront of competition with their £17,950 M535i. Nothing less would be right for their 'faster than the rest' image. Citroën, who had a 225kph, four-place car in the idiosyncratic SM a decade ago, are knocking on the door with the CX GTi Turbo, remarkably well priced at £12,990.

And Britain's own Austin Rover, proponents for so many years of the cheap V8, have been prominent for the past couple of years with the meaty, £15,465 Rover Vitesse, so



most people had settled into a table for the evening and showed little sign of moving. We started to circulate and caught-up with Keith and June James, Larry and Pamela O'Carroll [Larry tells me he will on your television screens,, in a starting role in the ABC series 'Fireflies'... well, that's what he told me and we all know how trustworthy Larry is] Bill Graham, and his friend Dot came over to say 'hello' and share Raid stories with the table, which included Rob and Libby Little. That was about as far as we got, as at 9.30pm the lights in the communal room were extinguished. This was not designed to provide the opportunity for communal games of 'Blind Man's Buff'. Sue and I disappeared to our room for a 'nice cup of tea', a bit of reading and off to bed.

The forecast for Saturday was for a cloudy start, followed by sunshine and

a maximum of 24.

After breakfast it was into the cars and off to the line-up point; next to Lake Burley Griffin on the north bank. This made a very pleasant change from the more usual display point; next to Lake Burley Griffin on the south bank. The point for the display was 'Acton Fustal'. As Wendy and Phil Ward [who had driven south from Queensland in their Ami 6] had pointed out on Friday, it sounds more like a quite nasty disease rather than a place you might want to go. 'Oh, I've not been well... a dreadful doubt of Acton's Fustal, and you know how debilitating that can be!'

The car line-up was very well managed with the cars grouped by model, with the exception of the Raid participants. All the Raid cars were placed in the centre of the quadrangle – and a fine group they were. Of course they were



Saturday line-up and the centre of the quadrangle was reserved for the Raid cars. While this picture seems full of G-series vehicles, there were lots of A-series cars present as well.



not all 2CVs and derivatives. This year they were also driving G and D series cars and a C35 truck was also present. Naturally the afternoon was given over to the Observation Run. Well, for those who are into Obs Runs it was given over to the same. The rest disappeared to the various galleries, museums and other sites around the city. The Obs Run took us to some of the Capital's notable sights [sites?] and out beyond the city limits as well.

Dinner was in the Communal Dining Room of the Carotel and was followed by a Trivia Night. Teams of ten from

each of the participating Clubs were formed to compete for the perpetual trophy. This has traditionally been awarded to the team fortunate enough to win the Novelty Event, part of the Motakhana. Issues of insurance prevented the running of the Motakhana, so the Trivia Quiz was run as the alternative. Teams were formed... eventually... and it was on for young and old. As I write this, on Saturday night, I do not know which Team has been victorious – I merely hope it was not CCOCA. We have never won this Event [the Trophy is too hideous for words!] and hopefully tonight was no exception. The CCOCA Team, by the way comprised Sue Bryant, John Fleming, Rob Little, Jeff Pamplin, Andrew Begelhole, Ian Sperling, Larry O'Carroll, Phil and Wendy Ward and Leigh Miles. If we

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Boys will be boys. George Harmada lifted the bonnet of the SM and in a heartbeat he was surrounded by Ted Cross, Yves Schiesiek and the ubiquitous David Gries.



equanimity of the sumptuous, long-legged Citroën'.

The car in question filled all those words, with the benefit of an automatic gearbox, straight for the CX GTi automatic.

Naturally, in buying a second-hand car, you do not want to appear too enthusiastic, so I arranged for an AA test on the car, which revealed a couple of under the bonnet problems [nothing requiring expenditure of more than £100] and the not surprising advice that a car like this would cost money to keep on the road in the condition it then enjoyed. I managed to hold off from ringing Chris for a couple of weeks. I finally sent him an email offering £2,000. After some discussion, in which my enthusiasm for the marque loomed large, the deal was done.

Chris was never happy that the plastic bumpers did not exactly match the paintwork, so they have been so painted so to do. When the cars were new the colour match was quite good, but even in the UK the rigours of the elements seem to fade the plastic faster than it has faded the paint. I have experienced the same problems with all three of the Visas in the fleet, so I understood exactly how Chris felt. A rear louvre is also present, again painted red... yes it is a deep red colour, as we all know that red cars are always faster than the same car in any other colour! Personally, I am not

enamoured of this accessory, but I am sure it will help the air-conditioning as it struggles to keep the interior at a bearable level. Australian delivered CXs have two air-conditioners; one feeding into the rear compartment through ducts on the rear parcel shelf and one in the front. European cars make do [just] with the single front unit.

Shortly after buying this car I drove it to Poland to ensure that I did not have to drive the Chrysler. By the time you are reading this, the car will either be in my garage, or hopefully sitting at Citro Motors having large amounts of money thrown at it. While the rust was not too bad when I bought the car, today that can no longer be said. Another area of concern is the steering which has lost its superb directness. Leigh F Miles.

Alloy wheels, with Michelin TRX tyres are unique to the GTi Turbo in both Series I and II guise.



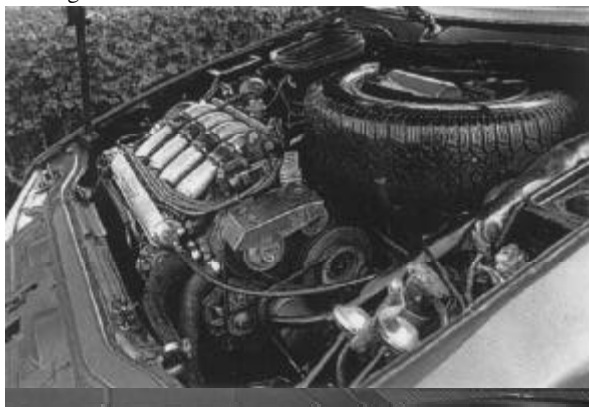


along the motorway at just over 160kph... magic.

The seats – a Citroën speciality until the launch of the Xantia proved that even the French could foul-up chairs – hold you in comfort, while you play light-fingered exercises on the steering wheel. With just 2.5 turns lock to lock, even a sneeze can have you heading for the verge, if you are not paying attention. On the other side, it means that three point turns do not involve wild arm twirling and taking a roundabout is a dream in comparison with other cars where you are in permanent wheel-move mode. The steering is also heavily self centring.

MEMBER'S MODEL

A mechanic's nightmare? And this one lacks both automatic and air conditioning!



Even after you turn off the engine, if the wheels are on full lock, they automatically return to the straight-ahead position.

Along with the steering the brakes need to be approached with caution by new drivers. Unlike conventional

cars there is almost no movement in the brake pedal. The braking system is powered by the same hydropneumatic system that operates the suspension and the steering, so it works by the input of quite small amounts of pressure on the pedal. The four-wheel disc brakes operate very efficiently and with the added security of ABS... well you feel very confident as you cruise at remarkably high speeds on the motorways of Britain and the Continent.

Again, in the words of 'Classic Car', 'while the CX can be hustled with haste along sinuous back roads, the involvement is all mental rather than

physical: you will never feel like a racing driver'.

Thank goodness for that – I am not at all sure I want to. If I want to feel like a racing driver, I have the Visa GTi in the garage for that.

'Its biggest triumph is how it cruises. The aerodynamic styling and self centring steering make the CX incredibly stable at high speed, when it rides without equal... the hydropneumatic spheres flatten irregularities as though they just were not there'.

In the final analysis from 'Classic Cars', while they would choose the Alfa for a daily commute in European traffic, 'face me with a motorway and I will choose the CX Turbo. Little else at any price covers distances with the



win, we are blaming Lois Smart, as she did seem far too keen on CCOCA being victorious! If we win, we are letting her store the trophy as well.

And so Saturday came to a thrilling end. Who won the Obs Run? Who won the Trivia? Only tomorrow would reveal the answers.

Sunday was forecast to be the poorest day of the run – weather-wise. And so it started. The morning was free for people to undertake their own activities, with everyone scheduled to be back at the Carotel for lunch at 12.30. Sue and I headed for the National Gallery for a spot of culture.

Dinner on Sunday night was once again 'on-site' and of course included the prize giving. Lois Smart can rest easy in her bed, I am pleased to say. CCOCA did not win the Trivia Quiz – CCCV and CCCTas were declared joint winners. However, it is with deep

regret that I must report that CCOCA did excel... we came third.

The Observation Run was won by CCCV as well – Colin and Denise Bates being victorious.

Monday morning on any multi-day event is a moment of sadness. Breakfast itself is fine, and this year was no exception. But it is the time when you must bid farewell to friends, often you may not see them until next year's National Event. But, remember there is a chance for you to catch up with your Citroën friends again soon. The CCOCA National Event will take place in Benalla over the long weekend of June 11 to 14. Full details of the weekend can be found on page 10 of this edition of 'Front Drive' and booking forms are included as well.

Leigh F Miles



A slightly tired, but honest D Safari with Larry O'Carroll's XM and Peter Anscombe's GSA.



Well, I can only hope that all the owners of French cars were holding themselves off for the All French Day on April 19. That is, I think the only explanation I can come up with for the poor turnout of French cars – and of the main marques especially Citroën and Renault – at this year's AOMC-run British & European Car Show.

There was a suggestion, I hope it was tongue in cheek, that the Citroëns were outnumbered by the Borgwards!

To be fair, the attendance from a number of Continental marques was low; Skoda even seemed to have a higher profile than some better-recognised marques.

British & European CAR SHOW

2004 sees the 50th anniversary of the launch of the pontoon Mercedes and the Mercedes Club had certainly put a good deal of effort into their display. It was however all very German – while there were no lederhosen to be seen there was an oompah-band to 'entertain' the throng.

Given that this year is also the 70th anniversary of the launch of the far more important [both historically and in the annals of automotive advancement] Traction Avant it was a great disappointment that there was not a single representative car on display. [I know, I could have taken mine... I am not merely throwing brickbats at others. I should point out that I was there in my Dyane].

Given that 2005 is the 50th anniversary of the launch, at the Paris Motor Show of the Voiture à Grand Diffusion, aka the DS, one can only hope that

the 2005 British and European will be full of these innovative vehicles.

As an aside, the British marques, with the exception of Rolls Royce were there in abundance. The RR contingent did

Peugeot had a far higher profile than either Renault or Citroën, but Peugeot [along with Rover] was one of the featured marques of the day.

Having not seen a P76 for a decade or so, I was surprised at just how well the shape had stood the test of time. There were about half-a-dozen on show, but no sign of either a Force 7V or the Targa Florio model.



2.5litre motor. The Series 2 version, launched in 1986 is more efficient because of the addition of intercooling. It is tuned for torque, rather than absolute power. The other significant addition for the Series 2 was the inclusion of ABS.

When the CX Turbo was launched in 1984 there was considerable dismay... no outrage... that what at the time was Citroën's most powerful offering was not fitted with ABS. This was corrected with the Series 2. [There was similar consternation when the brand new Peugeot 306 was launched without ABS. The French seem to have been averse to the idea of improving the stopping capabilities of their cars.]

The car rose to operating height quite rapidly... and stayed put at idle. One of the standard tests in buying a second hand hydropneumatically

suspended Citroën, I had been told, is to put the suspension on 'high' and leave it to idle. If there are leaks in the system it will start to sag or the accumulator will never stop clicking in and out of operation. There was no sign of such problems.

Despite all this power, this is not a sports car. There is strong performance but you have to remember that the old engine does not exactly thrive on revs so just sit back and let the auto box decide what to do – screaming through the gears is not what this car is about. The result is that you soar quietly [well except for some real problems with wind noise in this car as the passenger side front window does not close perfectly and the driver's door seal is a bit on the dicky side] and smoothly to speeds that are totally illegal in Australia. On the test drive, we hurtled





often in the UK means that vehicle is a rust bucket of the highest order. I remember some years ago going to view a Citroën Dyane that I was looking to import for my brother; it had been described in quite rosy terms. The owner had forgotten to mention that there was no floor to the boot! The owner of the CX, Chris Skelton, claimed that on the rust front it was in good condition, it had spent at least the last three years off the road each winter to prevent incursions of the dreaded tinworm and that he was only interested in selling to an 'enthusiast'. I sent him a picture of the fleet outside the Harrow St garage to prove my credentials and pointed my rented

opportunity to update the car, without making changes of any significance to the metal pressings. In the words of Classic Cars, 'as facelifts go, it was more a dash of mascara, than radical surgery'. Personally, I prefer the original version of the car, but...

After a chat with the seller, it was outside for a first look at the car. Rust? Well of course there is rust. Any 1988 car in the UK is bound to have rust. At the bottom of the doors, a classic spot. But there was none on the trailing edge of the bonnet or boot and the sills seemed sound. There is rust around the fuel filler, which is unusual. Inside the velour looked in good

condition, although the ceiling lining is coming away from the actual ceiling. I know all about this — my Visa GTi has suffered from the same malady.

Out for a drive. While Citroën might over the decades have led the automotive world in aerodynamics and suspension technology, not even the most one-eyed of enthusiasts could describe their bigger engines as anything better than agricultural. The CX motor owes more to the 1934 Traction Avant than to the modern technology of other European built 2litre motors of the 1980s. Turbocharging was the way forward; the result is that the most powerful CX has 168bhp developed from its



have the excuse that they were celebrating the marque's Centenary elsewhere. I wonder if that is where the Bentleys were as well?

So, from a totally selfish perspective what caught my eye? Am I allowed to admit that I think the Leyland P76 has aged amazingly gracefully? When it was launched I think the drivers of Australia concurred that it not just badly built [wasn't everything that came out of British Leyland's Zetland plant badly built?], it also looked ugly. That enormous boot, designed to hold a squatter's 44gallon drum was a Michelotti 'no-no'. Today we are more used to wedge-shaped profiles with high boot lines and as a result the once ugly duckling is now merely a Plain Jane.

Also from Zetland was the Austin 1800 — in both saloon and utility forms. However they were all Mark I versions; not a Mark II or the six-cylinder Tasman or Kimberly in sight.

There was, as I have already indicated a super array of Skodas. The line-up was accompanied by a real enthusiast for the marque. What he did not know about Skoda was not worth knowing. Alright, so a good deal of what he did know was not worth knowing, but that is another

matter. Did you know that in the 1920s they were building Hispano Suiza, under license...

The Humber Sceptre... while the world complains that BMC were masters of badge engineering the similar forays by the Rootes Group tend to be ignored. Not content with the Hillman Minx they also badged this quite ordinary little 1960s saloon as a Sunbeam Rapier, Singer Gazelle, Humber Sceptre and Singer Vogue. The Vogue here was branded Humber and sold in relatively large numbers. However a group of Melbourne-based Rootes dealers arranged for a batch of real Humber Sceptres to be shipped into Australia as well. These very rare cars are readily identified by their wonderfully complex-curved windscreen.

Lancia caught my eye with a pair of Aprillia and an Aurielia on show. I saw an 1920s Lambda drive by, but by the time I got to the Lancia part of the ground there was no sign of it. I would have especially liked to see this car as a friend of mine is in the process of restoring one — I would simply like to see what his is supposed to look when [or is that if?] he finishes it.

Leigh F Miles

MEMBER'S MODEL

Toyota Avensis towards Bristol.

There it sat, in front of the house, low and menacing the last of the CX models. Remember that the CX had been launched in the very early '70s and with the passing of over a decade, when imports to Australia effectively stopped, it was starting to look a little dated, in the eyes of new car buyers. Delicate chrome bumpers and the like were no longer in vogue, despite the fact that the shape was still aeons ahead of anything rival manufacturers were producing. Think of the smooth, aerodynamic CX, then think of Ford Australia's then offering in the same size the XF Falcon, all Lego blocks! However, Citroën took the



If you like this sort of thing, there was a great line-up of Czech Skodas. Once the laughing stock of the serious motorist today as part of the VAG empire their cars are remarkably desirable and receive rave reviews in the English motoring press.



ANOTHER ONE?

OK, SO WHY DID I DO IT? WHY DID I IGNORE THE ADVICE OF THE WORLD? WHY DID I DO THIS THING, THE ONE THING THAT I AM NOT EVEN DREAMING OF TELLING MY MOTHER I HAVE DONE? WHY HAVE I BOUGHT ANOTHER CITROËN?

Why did I buy another Citroën, when I already had five in the garage, a brand new Cussons' supplied C5 on the way and a Chrysler in Poland? Hmm, delete mention of the Chrysler – you need no other reason to buy any sort of car than the fact that you drive a Chrysler Stratus. There are moments when I thought that a Romanian-built Dacia Denim would be a better option. [For the uninitiated of you, a

automatic.

Now we all know that driving a manual car is what 'driving' is all about but as one gets older one also gets lazier. The added work of actually changing gears, pushing that clutch-pedal all gets just that much more like hard work. I have done my years of hard grind, and as I approach 50, I think I am entitled to a little ease. So an automatic, no a cheap automatic, Citroën had been on

the list for a little while.

The other side of an increasing love of the 'high life' is an increasing realisation that while an open car is desirable, there is no better way to motor in the summer than with the benefits of air conditioning. Automatic is not enough – it has to be automatic and air conditioned... and cheap.

In Australia I had been looking at automatic Series I BX I6TRSs. They were all air conditioned, they had become truly cheap and while the exterior is nothing about which to write home, the 'Darth Vader' dashboard more than makes up for that. The downside is that the auto box, a ZF slushmatic, is reputed to be good for no more than 100,000km before the need for major expenditure



Imagine my surprise when I discovered that a British-based company, Maikonics, converted a number of CX Turbos to automatic. They could also uprate the performance of the CX Turbo – increasing the power output from 168bhp to 250bhp! Here was the perfect car! Fast, stylish, automatic and many were air conditioned and had the benefits [?] of leather upholstery &/or a sunroof. What chance of finding one? What chance of finding one anywhere near my limited budget?

Advertised in the August edition of the UK Citroën Car Club magazine was an automatic CX Turbo II, leather, 71,000miles through the CX Centre in Cambridge. CX Centre is probably the highest-profile CX specialist dealer in the UK. However, with a price tag of close to £4,000 — that was almost \$12,000: forget it.

But in the classified advertisements in the back I found: 'CX GTi Turbo II, '89, silver, gray/black interior, air-con, usual refinements plus Maikonics 250bhp, Cosworth clutch, Alpine stereo, factory sunroof, good condition, £800 ono.' Sorry, but it seemed too cheap.

However, there was another CX Turbo II, automatic, with cloth and air-conditioning, no sunroof, no go-faster mods and an asking price of a more acceptable-to-the-budget price of £2,850 and more likely to be of acceptable quality.

Of course when you look at a second-hand car that is for sale privately, you have to expect that it not going to be 'perfect', no matter what the seller may say. Owners always see their cars through rose tinted glasses. What is described over the telephone as 'some rust' all too

Michael Harmand, who was responsible for the original CX interior also undertook the make-over for the Series II cars. The radio returned to the traditional Citroën location, all models received conventional dials and those three fragile-lid-ded storage spaces high up on the centre console.

MEMBER'S MODEL

Dacia Denim is a recycled Renault 12, and yes, they are still churning them out some 25 years after Regie stopped inflicting them onto Australians.]

Anyway, back to the point... Why did I buy another Citroën? Members will be aware that my fleet of cars is a rare and desirable collection. OK, it's rare 'coz most people do not regard the contents as desirable and therefore around the world the unloved Citroën Visa has been allowed to fade from the memories of even devoted Citroënists. Consequently, they have been allowed to rust into oblivion – hence the rarity of the collection. However, none of them is air-conditioned and none of them is





was all very well, but what else could they suggest. The DS is to my mind too old, too unwieldy and the only owner of an automatic DS whom I personally know... well his used to spend more time undrivable in the garage than being used to cruise for the streets. A C-matic CX? The C-matic was, as you know, Citroën's version of a clutchless manual, unfortunately only built as a three-speed and robbing the 2.4litre, pushrod motor of considerable power. Good looking, but slow [I know that is rich coming from a 2-cylinder owner] and getting old and expensive to keep on the road these days. In the swan-

double chevrons and be air-conditioned, automatic and with a reasonable turn of pace.

Then of course the international posting turned up and suddenly the range of desirable cars widens amazingly. Suddenly automatic, low-pressure turbo XMs are in the price range. C-matic rotary engined GS sedans are around, however Series IBX 16TRS automatics seem to have disappeared from the face of the well-salted roads of Britain.

I suppose the most desirable CX, with an automatic box would have to be the Prestige: Citroën's long wheelbase limousine. But

the truly most desirable CX must be the

song days of the CX in Australia there was a full automatic available but they tend to a bit on the pricey side for anything that is in half reasonable condition. You see there really was nothing else in Oz that would bear the



Series 2, Turbo, which was available as both a regular saloon and in Prestige format. Unfortunately, both were generally only available with a manual gearbox and worse, with a clutch pedal [as with all CXs] that I cannot use as it is too close to the centre console for my inward-turning left foot to operate. Interestingly, in a recent article in 'Thoroughbred and Classic Cars' where the CX Turbo II was pitched against the equally charismatic, but not quite as quirky, Alfa Romeo 75, it was noted that 'only the gearchange lets it down, requiring deliberate actions at odds with the CX's relaxed demeanour. Shame it's not an automatic'.



arises. The stories say that at 100,000km the box simply stops working. A changeover box will set you back about \$3,000 and even with your mechanic in a good mood there is over \$1,000 to fit the thing. Series I cars were only around for a couple of years from 1986, so almost everything that is available will be in need of a new 'box the moment the grateful seller drops the keys into your waiting, sweaty palm. If you buy cheap, you have to budget for another \$4,000;

suddenly your cheap BX is an expensive BX.

I should also add that until Mel and Colleen Carey actually found themselves in possession of an early BX [albeit a manual GT with the 1.9litre motor] they never had a good word to say about the BX. They threatened never to speak to me again if I bought one for myself.

Now that, as I kept pointing out to them and to other CCOCA members,





MEMBER'S MODEL

