

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



WINTER 04 & Vol 28 & No 3

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.

Contributors

Contributors to this edition of 'Front Drive' include:

Graham Barton, Ted Cross, Peter Dekker, Mark Ebery, Andrea Fisher, Tom Gruzza, Bernard and Clare Hadaway, Rob Little, Andrew McDougall, Mark McKibbin, Jeff Pamplin, Ian Sperling, Lynne Stanton, George Tippitt and Brian Wade

MEMBERSHIP

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

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

COVER IMAGE

The cover depicts Jeff Pamplin's Big 15 and the photo was taken by Jeff at Austraction in Benalla in June 2004.

COMMITTEE

PRESIDENT — Mark McKibbin
310 Settlement Rd., Drouin, 3818
[03] 5625 4020 [H] [03] 5624 1120 [B]
president@citroenclassic.org.au

SECRETARY — Max Lewis
1 York St., Moonee Ponds, 3039
[03] 9372 0921 [H]
secretary@citroenclassic.org.au

TREASURER — Graham Barton
12 Woodlands Gve., Safety Beach, 3926
[03] 5987 0767 [H] [041 810 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(S) —
Ian Sperling & Andrea Fisher
70 Heatherdale Rd., Mitcham, 3132
[03] 9874 1960 [H]

MEMBERSHIP — Jeff Pamplin
6/488 Glenhenty Rd., Elsternwick, 3185
[03] 9523 0210 [H]
webwallah@citroenclassic.org.au

SUPPORT**ADMC 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 —

Andrew & Frances McDougall
424 Wellington St., Clifton Hill, 3068
[03] 9486 4221 [H] [041 731 0852 [M]
clubshop@citroenclassic.org.au

STATE ACTIVITY CO-ORDINATORS —

ACT — Mike Neil
[02] 6254 1040 [H] [041 821 1278 [M]
NSW Bert Houtepen, [02] 9746 9920

PUBLIC OFFICER — Jack Couche
31 Broadway, Belgrave, 3160
[03] 9754 3583

CITROËNING**CH PLATES**

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

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

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

FOR SPARE PARTS & TOOLS

Contact Rob Little.
Phone: [03] 5823 1397
spareparts@citroenclassic.org.au
[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.citroencarclub.org.au
www.citroen.aceonline.com.au
www.oleopneumatics.com.au/car%20club/citroenclub.htm

4 AUSTRALIA'S NATIONAL MAGAZINE & FOR

Welcome to the 'Winter' edition of 'Front Drive'. Winter? Yes, you might have noticed that there was not the previously usual two months between the last two editions of 'Front Drive' – the frequency of the magazine has increased to every six weeks, and on the basis of the amount of reading this month, there is no shortage of material. Thank

you to everyone who has contributed to making this issue happen.

The Member's Model this issue is Mark McKibbin's SM – and as part of the article there is a discussion on the iconic Citroëns from the Traction forward.

Lots of reports on the very successful Benalla Austraction – unfortunately Ian McDermott's article arrived in my in box too late for inclusion, but we do have reports from Ted Cross, Lynne Stanton, Brian Wade, George Tippitt and Bernard and Clare Hadaway.

The deadline for material for the next edition is August 20.

Enjoy,
Leigh F Miles – Editor

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I hope you all have had a great month and those of you in the colder states have not been tempted to put your feet up in front of the fire instead of donning the overalls and venturing out to the icy garage. Well I confess to

being a sunny day Citroënist so not

much has happened on the restoration front this month for me.

Although the weather in Victoria has been a trifle cool it has not dampened the attendances at a couple of events I attended.

Austraction this year was held in Benalla and thanks to local help Kate and David MacKinnon, Rob and Libby Little and Team Cross there was plenty to do and a bargain to boot. Bastille Bay was celebrated at the CCCV club rooms, fancy dress was worn, good food and wine was consumed and nothing was stormed.

I have a gripe and it is the Victorian CH plate scheme, while we are allowed to drive to and from club events, repairers and test drive. I really do not think it is enough. I would like occasionally to drive to

GIPPSLAND GAS

work or just go for a drive on a sunny day. All of us would have at least one car fully registered and it is impossible to drive two cars at once, the Swiss have a scheme where one set of plates can cover 4 cars and of course being Swiss they have a nifty quick release bracket that makes them easy to move. I think this system would be easier to administer and certainly fairer for the motorist.

Just my 2cents worth

Mark McKibbin
President

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.

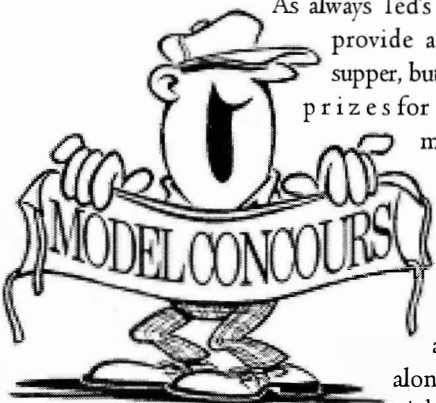
AUGUST MONTHLY MEETING MODEL DISPLAY AND CONCOURS

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
As always Ted's Kitchen will
provide a sumptuous
supper, but there will be
prizes for the winning



models. So,
dust off that
Matchbox
Traction [is
your's blue
or black?]
and bring it
along for a great
night.

PROGRESSIVE DINNER

WHEN: Saturday, August 28
TIME:
WHERE:
COST: Free
BOOKING: Essential
CONTACT: Ted Cross,

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

SEPTEMBER

GET STUFFED!

WHEN: Thursday, September 9
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

CCC NSW 40TH BIRTHDAY CELEBRATION

WHEN: Saturday, September 11 &
Sunday September 12
TIME: From 7.00pm
WHERE: See below
COST: \$50pp
BOOKING: Essential by July 26
CONTACT: For further details
Paul Smith, paul@statusquo.com.au
For bookings:

Treasurer, PO Box 348,
Parramatta, NSW, 2124.

The NSW Citroën Car Club Inc
is 40 years young this year! So why
not join them in a weekend of
celebration, reflecting on past Club
activities, old members, milestones
achieved, where they are going from
here, and generally having just one
more look under the bonnet to make
sure it is still all there and hasn't
changed since last time we peeked.
Saturday Night September 11 2004,
7pm will see us all at the Wentworth
Room of the Parramatta Leagues Club
where a great meal will be offered:

Entrée
Main Course
Dessert
Bottled red and white wines [limited
amount], together with fruit juices
and soft drinks
Tea and coffee

On Sunday September 12 at 12
noon there will be a BBQ get-
together, next to the Rose Gardens,
in Parramatta Park, to not only
continue our celebrations but also to
celebrate 70 years of the Traction
Avant. A memorabilia photographic
session will be one of the highlights
of the day.

- The cost is \$50 per person for the weekend of activities.
- If you can only make it to the BBQ on Sunday the cost will be \$10 per person.

There is an irrevocable booking
deadline of July 26, for bookings and
full payment so please 'DO the
RIGHT thing' and get your bookings
in as early as possible.

To book for the dinner send your
cheque to: Treasurer, PO Box 348,
Parramatta, NSW 2124, with your
return address details so we can send
you your tickets.

SHEPPARTON SWAP MEET

WHEN: Sunday, September 12
TIME:
WHERE: Shepparton
Showgrounds, Shepparton

COST:
BOOKING: Not required
CONTACT: Kris Healey,
Goulburn Valley MV Drivers Club,
[03] 5829 9432

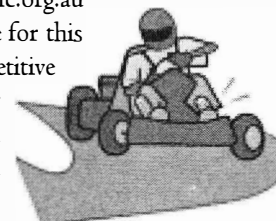
GO-KART RACING

WHEN: Sunday, September 19
TIME: TBA
WHERE: Moorabbin
COST: TBA
BOOKING: Essential
CONTACT: Ted Cross,

[03] 9819 2208 or

activities@citroenclassic.org.au

Only 15 places are available for this
night out. Get into the competitive
spirit and join other
Citroënists and see if you can
drive a Go-Kart as well as you
can handle your Citroën.



MONTHLY MEETING ICCCR INTERLAKEN REPORT

WHEN: Wednesday,
September 22
TIME: 8.00pm
WHERE: Canterbury
Sports Ground Pavilion,
cnr Chatham & Guildford

The best way to get yourself into 'Concours Mode' is to join members of both CCOCA and CCCV at the, now traditional, Pre-Concours Dinner.

Prices that will not break the bank, conversation that will scintillate you and food that will delight your palate. So, ring or email Ted and book your seat!

CITROËN CONCOURS D'ELEGANCE - 2004

WHEN: Sunday, October 31
TIME: From 10.00am
WHERE: Como North Oval,
South Yarra
COST: TBA
BOOKING: Preferred
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

Join the Clubs for what is arguably the best display of Citroëns you will see this year. This year is the 70th Anniversary of the Traction, so if you own a Traction [no matter what state it is in] you should seriously consider bring it along for this display.

No Traction in your fleet? Do not worry - no matter which Citroën you drive you will be welcome on the day. Full detail in the next edition of 'Front Drive'.

Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

Have you ever wondered what really goes on at an ICCCR Meeting? Here is your opportunity to discover it for yourself. Ted Cross will share the delights of international travel - Citroën-style - with us.

OCTOBER PRE-CONCOURS CHEAP EATS

WHEN: Saturday, October 30
TIME: TBA
WHERE: TBA
COST: TBA
BOOKING: Essential
CONTACT: Ted Cross,
[03] 9819 2208 or
activities@citroenclassic.org.au

A Raid is not just a geographical journey. It is also an expedition of self-discovery, finding out what you are capable of when thrown on your own resources in an alien environment; and further, it is a transition of relationships, most noticeably in the

various later stages we were joined by other already-familiar faces: Bill, Peter and Caroline, Ted and Helen, John, Rob and Kay] to the final night at Canberra, and the sad-but-hopeful farewells to all our new friends from across the country and around the world. It is difficult to describe, without sounding corny, how much I look forward to seeing these lovely

Raid... an experience shared

progression from the first day, surrounded by about 120 strangers [at Penola, Ian and I only knew Mark, Jeff, Roy and Esther, although at

people again.

What is easier to describe is the Raid itself. Herewith, 'in no particular order', some thoughts on our first experience of Raiding:



Driving along a creek bed.

The roughest road encountered: The Strzlecki track? The road to Mungo National Park? The private Queensland station roads? They all come close, but for my money the worst [on Day 1, while still in Victoria] was the road through the Big Desert, just south of Murrayville. Goodness knows when it was last graded, but the bulldust, corrugations and rocks were as

– David had a call from someone in Lakes Entrance days after he had returned home, and also assisted overseas Raiders before and after the event with customs and shipping requirements]. When this group of disparate people got together to work, the communication, the co-operation was so reassuring when you are stuck miles from nowhere. They all had valuable insights as to how to

fix any problem [try this... we need one of those... hit it there...], providing prompt and cheerful fixes to

anything in sight. There are few Raiders who did not benefit from their assistance. An actual 'Duck Rescue' award [to match the logo on the front of the C35 Truck] was presented to Bob Dircks en route – the trophy being a relatively appropriate item of road kill that was, alas, beyond rescue.

The worst campsites: Innamincka – dusty sand, boggy wet sand, heat, flies, flies, flies. To be fair, it had apparently been a magnificent location the previous year, until the floods on the Cooper washed the grass away. Even the shopkeeper was miserable and unhelpful. At least the hotel was welcoming – friendly service and delicious meals served in about 10 minutes. Tilpa – dust, prickles, broken glass, rusty tins, more broken glass; but the people [population: 11] were the friendliest anywhere. The local

bad as anywhere, with the added bonus of some fiendish gullies across the road, often just over a crest. We thought our Raid had ended here, when we hit a hole and came out with no drive – the swing arm had broken. Luckily we were the first to have this problem, and the backup team still had a spare one.

Teamwork award: Goes to the aforementioned backup team, aka 'The Camels': Bob Dircks, David Gries, Bernie Rachelle and Ian and Mozart Gamble, who spent their own holidays working on everyone's cars for the Raid [and beyond

women put on a wonderful spit roast and salad smorgasbord [complete with fly-shooing services] for all of us [about 110 people] in exchange for a donation to the Royal Flying Doctor Service. Canberra, Sutton – kangaroo droppings everywhere, cold showers and taps of non-drinkable water with the warning sign only visible from the back]. Canberra, Watson – an uncivilized quantity of washing machines, and the most unfriendly staff we encountered.

Best campsites: There were some very nice dust-free, lush grassy places, where you could attempt some sort of temporary cleanout, and where there was drinkable water and washing machines. Morgan, Broken Hill, Copi Hollow, Swan Hill and

Marlo come to mind. But the real standouts were the bush campsites, where you really felt you were getting away from it all [albeit they were all equipped with 'long-drop' toilets – shovel

n o t required]:

Big Billy Bore in the Big Desert; Fort Grey, northwest NSW; Mungo National Park; Italian Flat, near

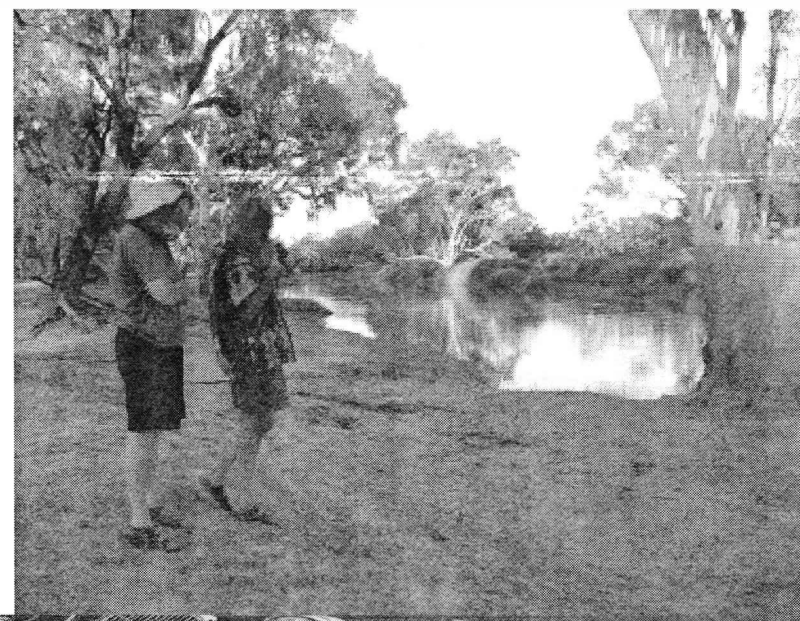
Dargo, down by the river; and Jacob's River, a tributary of the Snowy – six feet from our tent, the river was quietly talking to itself in the night.

'It's difficult in the outback, but I believe that if you have enough determination and perseverance, you can make it.' This quote pretty well encapsulates the requirements for a successful, enjoyable Raid. The catch? It was from a woman at White Cliffs on a catered tour in an air-conditioned coach!

Raid... on Experience shared

'Is Canberra in a different time zone? Well, since we had already been through at least seven changes, including the end of daylight savings, and Broken Hill on SA time, it seemed like a good question for a frazzled European to ask.'

whole



Coopers Creek.
So near and yet
so far.

Encouraging sights: the ability of the bush to recover after bushfires. We saw this in the Big Desert, and again in the Victorian high country – Omeo, Hotham and the Dargo road – regrowth is happening, slowly in places, but elsewhere the landscape is starting to look green again. It ought to be encouraging to see the Cooper Creek flowing full of water, unfortunatly this was not from

distance into a whole different perspective: The Flinders Ranges, hundreds of kilometres of rockface, being weathered away over millions of years; and in contrast, a tiny hut deep in the middle of the ranges where a shepherd had lived, earning a meagre living for himself and a fortune for his boss. Even though we were just passing through, the isolation was overwhelming...

...and the lunar landscape of the Mungo Lunette rising out of the saltbush and bluebush in a 20 km arc, the

site of Aboriginal settlements going back 40,000 years...

...also, from various vantage points such as Morgan's lookout and Mount Hotham, the endless expanse of the Great Dividing Range; ...and beneath the mountains, the amazing formations in the Buchan caves,

local rain but from rain in Queensland. And, due to the water levels we were discouraged from attempting to ford it to go see the Dig Tree. [d**n, d**n, d**n]

Awe-inspiring sights which put all the rest of your experience of time and



Roy's repairs – Queensland.

growing in the darkness for millions of years.

Amazing experience: Leaving Wilpena, our little group took a shortcut route [and, incidentally, used all our saved time jerrying up a fix for a lost wheel-nut because no-one in the team had even ONE spare – an eventuality that would have been so easy to prepare for, if only we'd thought of it!] Part of the route the road took us along a treelined creekbed, impassible in wet conditions of course, but luckily dry for us. In many ways, this encapsulated the Raid experience for me – the isolation, the challenging road conditions and the beauty of the outback.

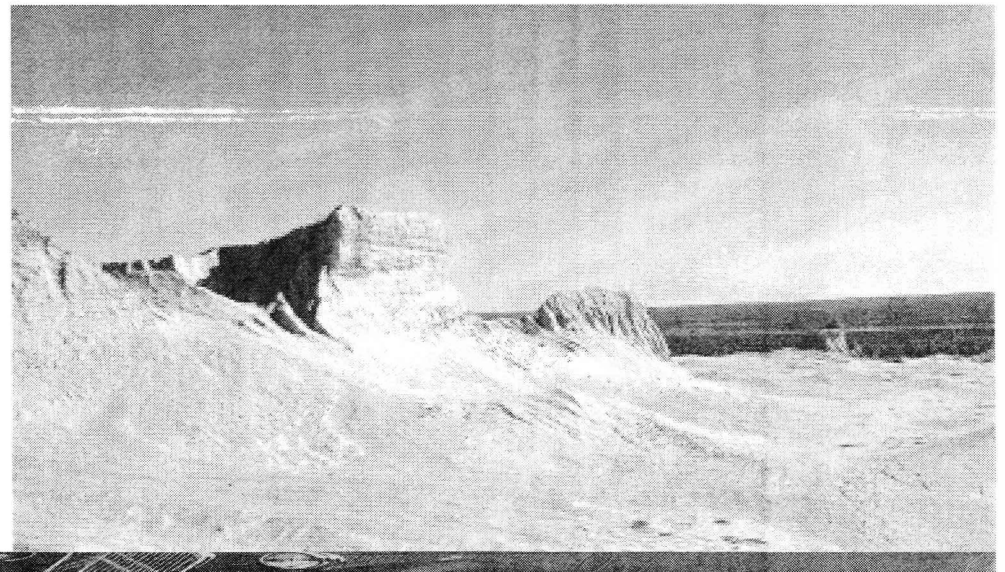
Disappointments: Even with four weeks' travelling, if you are covering 6,000km you cannot see everything

there is to see. Long days of travelling before and after meant insufficient time to get to Wilpena Pound itself; we did not get to the Dig Tree [see above]; we were not able to walk along the Ninety Mile Beach [the Snowy River runs parallel to the beach for

some kilometres; once we had got the car's

maintenance work done... and fixed the ignition... and looked for an internet café... and purchased the shopping and petrol, there was no time for the beach]. However, they will all be there to see another time – you cannot do everything. Sylvia claimed to be disappointed that there were not snakes across the road at every turn, as would seem to be the

'I need a drink' – Michael 'Bastard's' comment when he discovered that the 'Mystery Item' being auctioned was in fact his car.



Mungo National Park.

case from the wildlife shows; and although Claas and Kim claimed to be concerned about the potential presence of crocodiles at every patch of water, I think they were actually disappointed that we did not see any.

Challenges faced: On the road, the big thing was to be alert to the hazards [bulldust, grids, oncoming traffic, kangaroos, cattle], and, if you were lead car, to call them over

by travelling in your dust]; also to keep up with the navigation notes so you did not miss a turnoff – the navigator's job was a busy one all day. The day-to-day tasks involved in cooking, washing and accommodation take much more time and thought when you are out of your normal environment: do you have enough coins for the washing machines and the showers? Enough petrol? Does the jerry can need to be filled too? Will there be another place to buy perishables before dinner, or do we have to stock up here for dinner tonight? [and lunch and dinner tomorrow night?] Can we get the

the radio quickly enough to be helpful to the rest of the team [whose visibility was normally greatly reduced



The famed and much prized 'Duck Rescue Award'.

washing dry before we have to pack up? Do we have a signal for the mobile phone here? Dust control. Fly control [interesting fact: flies are apparently necessary in the outback, to pollinate the plants because bees cannot survive the conditions. But do they really need so many of them?] Choosing food that does not need to be refrigerated; doing all the cooking on one tiny stove and eating on one tiny table...

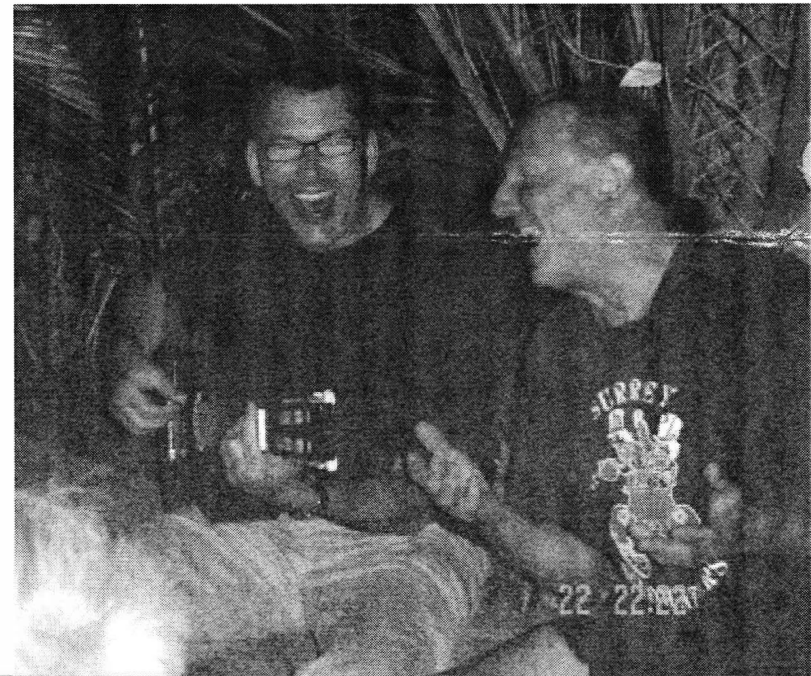
Best weather: It was all good weather, we were so lucky – most places were hot, you expect that; it never got particularly cold, even in Canberra or in the desert at night; and although there was often dew overnight there

was, luckily for us, almost no rain.

Memories: Bernie and Mozart rocking on outside the Underground Motel at White Cliffs. Raiders providing fellow-Raiders with surprise refreshments – wet wads of paper towels, [Andreas and Anke]; plastic-spoon-catapults of water [Jenni]; and water pistols [Shayne and Al].

Ralph's damper; Bob's damper – unfortunately only once we got to Victoria in April, before that we were prevented from having fires due to fire restrictions:– [Peta's

We are reliably informed that the French word for a broken springpot eye is – 'souvenir'. When Luk donated his spare springpot to someone else for repairs, he luckily kept the spare eye, which was the part he later needed himself, to repair his own car!



A 'sing-a-long' at White Cliffs... Bernie Rachelle shows them how.

hearty laugh [and Margaret somewhere around, organising her]. Team meetings, with Steve's endless lists ['in no particular order...'], and Ralph's interjections: 'Three... two... one...' [see end of article for details].

Doctor and Restaurateur, batching for the first time, overheard at dinnertime: 'How do you cook cuppa soup?'

Why does Swan Hill close all its tourist attractions on Mondays? And what was really inside Ielko and Sylvia's wicker picnic basket that they had brought all the way from Holland mounted on the boot of their lovely 2CV? Ielko claimed variously that it was a chicken [for the eggs, for breakfast] or his dirty socks [so they did not smell in the car]. Could it actually have contained that

Crow that seemed to follow us around the countryside with its mocking-come-despondent cry 'Ha-ha-ha-ohhhhh' [impersonations on request].

The 'Doing it hard' category: people travelling with children – some with more than three people per car,

necessitating keeping the back seat in, including Eoin and Diana's 2CV ['The Family Car'], two adults, two children, and a boat-shaped box on the roof for all their goods; and Peter and Caroline's DS Sedan [hastily packed as their wagon could not be got ready in time]. Also, two boys travelled as the navigator in two-person father-and-son teams – Markus with his father Tim [by the end their bright yellow Acadiene was decorated with a sheep skull, a wombat on skis, and stickers from everywhere they had been, as a fundraising effort for when they got it back to England], and Tom with his father Dave; as well as coping with Raiding, they had to help with cooking, navigating and radio communication – and do their

homework every day!

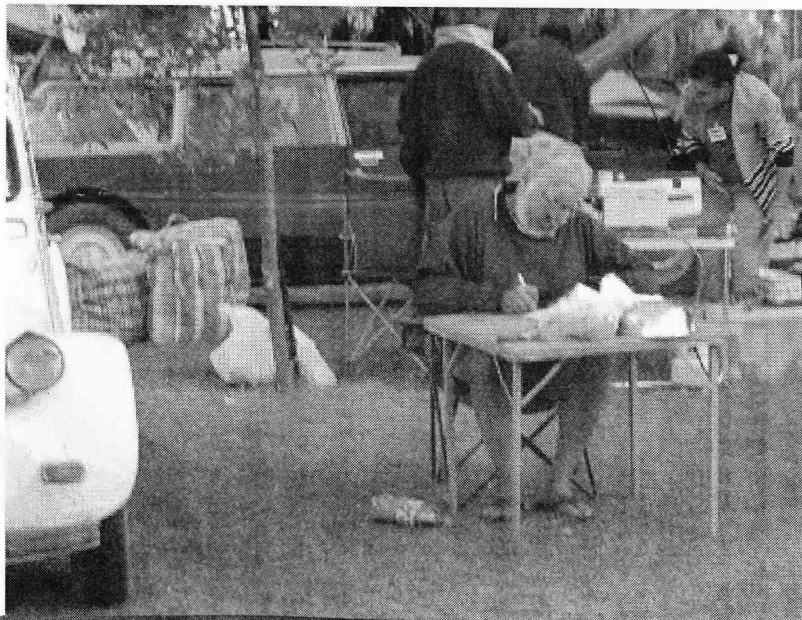
Interesting cars [yes, all 2CVs are interesting, but some people did their's up]: 'Billie' and 'Bollie' – a mix-and-match pair of red-and-white 2CVs belonging to Luk and Wim and Krystel, and subsequently sold to Tom and Helen; Joe and Helen's pink and green 'Lollipop'; Jenni and Peter's 'Daisy' – aqua with daisy logos all over; Roy and Esther's orange Dyane 'Tigger'.

Andrea Fisher

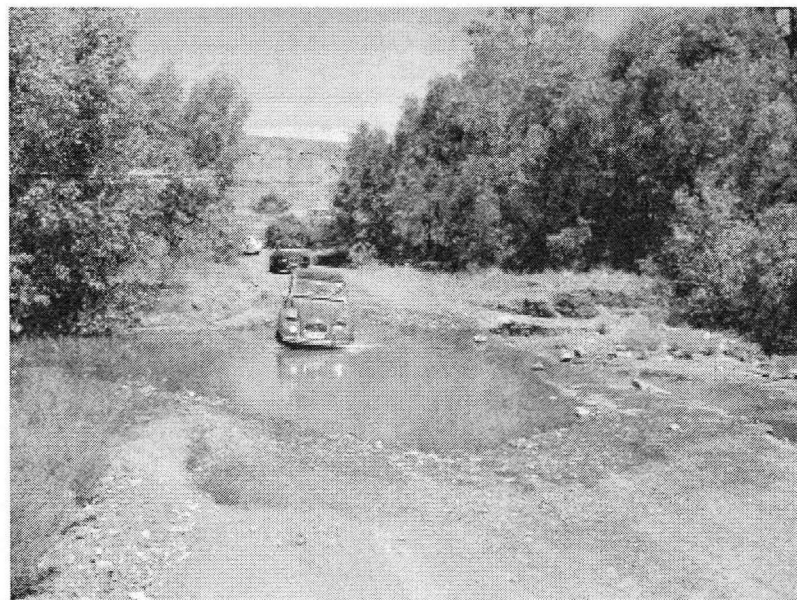
Raid catchcry:
Three... two... one...
'CHEERS, BASTARDS!!'

Raid... on Experience shared

Raid Mysteries: What was the purpose of the hay bale on the roof of Steve's DS Wagon? [To feed the 'two horses'? To keep a needle in? Because he was hoping to go to Hay? Will anyone ever know the answer? Probably not.]



'Dear diary, today I greased the king pins...'. I do wonder what David Gries was writing in that diary of his.



Creek crossing. This was just one of many that were crossed on the Raid.

We looked for you and you were
not there
We had such fun in the true defini-
tion of the word
We laughed
We ate and dined
We toured the beautiful countryside
We talked motor cars – Citroën in

GEORGE TIPPETT'S VIEW

Benalla was a Cit In triumph. The Cheap and Cheerful Club showed that luxury and extravagance is not needed to achieve the happiness created by good fellowship.

Ted and Helen Cross and their helpers showed a talent not seen since the miracle of the loaves and fishes,

only the Sal-
vation Army
does it more
economically.

The accom-
modation at the
Trekkers Rest at

first looked like an abandoned WW 2 airfield converted for the Boy Scouts, but this was offset by cheerful hosts, adequate heating, good beds and facilities ,and a great kitchen / Recreation hut.

I kept looking at Helen with her energy commitment and concern for others and thinking of her emails wondered what would happen if she ever got out of the cage.

At the many delightful meals conversation ranged from mechanical minutiae, fiscal fantasy, deep and meaningful philosophy, to sex

André would have been proud of the way his disciples followed his ideals of adequate sufficiency, with flair and flourish.

I mused on the esoteric concepts of the magnetism of the marque. Why

is the Citroën the chosen idol of architects, journalists, artists and homosexuals? Does it resonate with the spiritual idealism of their souls? What is the magic of combining quirky eccentricity with wholesome simplicity? And how does the occasional evidence of a taste for the bawdy match with the underlying puritanical morality.

All with the timeless elegance of an inspirational marriage of form and function, and a development philosophy based on fundamental engineering truths.

Entertainment ranged from a painless observation run [the member from the area took a wrong turn and another finished in Wangarratta in spite of very adequate signing] to the fine Benalla art gallery and Folk /Historical museum, with more about Ned Kelly than you ever wanted to know.

Glen Rowan kitchville exhibits and the manic owner of the sound and light fantasia of Kelly's last stand were an

experience never to be missed [but only once]

A highlight of the trip, after a barbecue lunch at a Ye Olde English Australian Bush Pub, horse brass, Guinness and all , was to the Memorial shed in the bush where we attended and event like The Last Movie Show. With the manager in a dinner suit , a log fire and coffee or ice creams in the foyer and all the old advertisements for Vegemite and Velvet soap and a silent movie with Harold Lloyd hanging off the edge of a building. We all stood up for 'God Save the Queen.' I think I heard someone say who's she.

Dinner at the Benalla Bowling Club [mercifully out of sight and sound of the pokies] with prizes and raffles was a real CWA cafeteria modern function— simple adequate and good. Juke box music but good long gaps of peace.

Then back to the ranch for nightcaps, mutual congratulations, future planning and finally a bang-up

*A fantastic line-
up of Tractions.
Left to right, Ted
and Helen
Cross's Big 6,
Jeff Pamplin's
Big 15, John and
Trish Fleming's
Light 15, Grae-
me and Mona
McDonald's
Light 15 and
Rob and Libbie
Little's Light 15.
Photo: Ted
Cross.*



BENALLA

a rose by any other name?

particular

We were so sorry you missed it.

To what am I referring? The weekend in Benalla from 11-14 June.

The Club arranges a similar week-end at the Queen's birthday week-end every year. We have been on the past five, all at different venues, and we have not been disappointed. At each one we have had a fantastic time.

Helen and Ted and their helpers do us proud. They cater for us so well.

Suggest you look for next year's Queen's birthday weekend event and book!!! See you there. . .

Bernard and Clare Hadaway

breakfast and 'See ya same time next year'.

George Tippet

BRIAN & ESTHER WADE'S VIEW

After a pleasant two-day drive down from sunny Queensland, we arrived in Benalla late Friday afternoon.

BENALLA a rose by any other name?

Left: From left to right, Brian and Esther Wade, Esther and Andrew Begelhole chew the fat on Friday night. Photo: Ted Cross.

Right: Larry O'Carroll shares helpful cooking hints to Helen Cross. Photo: Ted Cross

Friday evening was spent catching up with old friends [and meeting new ones] and enjoying several bowls of Helen's delicious homemade pea and ham soup. Saturday morning dawned cold and grey, but not raining. After a hearty breakfast, we drove in convoy down the main street to the rose gardens where we had the line up of the cars.

There were eight tractions on display with Big 6, Big I5, Light I5 and IIBL all represented.

Several other Citroën models were also on display and these included DS, ID, BX, XM, 2CV and C3.

After the display, we returned to the Trekkers Rest where we left the C3 and caught a ride with Barry and Dot Solomon in their delightful blue IIBL to the lunch stop at Tatong.

The Tatong Hotel is a beautiful old Tudor-style building; the interior walls are decorated with historical photographs of the district.

I was surprised to see photos of the Tatong railway station. I started my working life as a junior clerk on the Victorian Railways and have always maintained an interest in all things connected with the VR. I thought I knew where all the branch lines used to go but I had never come across Tatong before.

After a most enjoyable lunch, we headed off to Swanpool to go to the 'pictures'. The show started with some old time adverts [test drive the new MarkI Consul] followed by a few '50s

news reels and then one short and one feature silent film starring the same actor. Judging by the laughter coming from the audience I am sure everyone thoroughly enjoyed the show. Saturday night's dinner was held in the conference room at the Trekkers Rest with an excellent feast being provided. Esther had brought the CCCQ club shop down and did a roaring trade selling bits and pieces. After dinner, everyone pitched into wash the dishes and clean up the room.

An even colder day greeted us on Sunday morning, but it was still dry. After enjoying another delicious breakfast, we journeyed to Glenrowan completing the Observation Run on the way.

On arrival at Glenrowan we were greeted by a large group of 'Sunbeam' owners who were also having a weekend outing. Despite the bitter cold and threat of rain most of the owners of convertibles were driving with the hood down [brave or foolish

I am not sure].

Following a quick cup of coffee to warm up it was then off to see the 'Ned Kelly' light and sound show.

It is quite well done but I must confess that I am not a 'Kelly' fan. I do not believe that he deserves the 'National Hero' status that he has been accorded. [I know that there are many who will disagree with me]. After the show we headed back to Benalla for lunch at the bakery – on the way back it starting raining.

On arrival at the bakery, we were delighted to find Peter and Marie Boyle and Leigh and Annette Mason waiting for us. It has been ages since we have seen both couples and it was great to catch up with them again. We had the bakery's gourmet pies for lunch and they were very tasty.

By now, the rain had started in earnest so we decided to forgo the afternoon run and return to the Trekkers Rest.

A bus picked us up to take us to the Bowls Club for the 'formal evening'

Left: Benalla local, Mary Lou Keogh was there in her Traction. Apparently the car is for sale. Photo: Mark McKibbin.

Right: Rob Little and Ted Cross. Ted has just finished telling Helen he has not had a glass of red wine all night. Photo: Mark McKibbin.



after a delicious buffet style meal it was time to draw the raffle and present the prizes.

Larry O'Carroll kept us entertained with his unique style of raffle drawing. It was then time for the presentation of the various prizes. Graeme and Mona McDonald won the observation run, Rob and Libby Little

Brian Wade.

A CCCV PERSPECTIVE, FROM LYNNE STANTON

I have a confession to make. I do not know a DS from an XM. So what was I doing at the Citroën Classic Owner's Club of Australia's weekend at Benalla? My husband has just bought his first Citroën [a C5 V6] after admiring Citroëns from afar for the last 35 years [that I know of]. He has had to make do with Peugeots up until now. Wanting to know all about Citroëns, we have joined CCCV. As we did not have any plans for the Queens Birthday Weekend, we decided to go along for the ride to Benalla.

The weekend started with everyone gathering for supper at Trekkers Rest where nearly everyone was staying. Supper was a veritable feast consisting of Helen Cross' legendary pea and ham soup [as well as vegetarian soup], toasted ham and cheese sandwiches, Sarah Lee desserts with cream and ice

won the 'most popular car' with their magnificent Big I5 and Esther and I won the 'longest distance' award. [This is the fifth time we have won this award]. Monday morning, after a HUGE breakfast it was time to pack the car and say our goodbyes thus bringing to an end another great CCOCA weekend. Many thanks to Ted and Helen Cross, Rob and Libby Little and the local members for making this Austraction truly memorable.

BENALLA
a rose by any other name?

Left: Another photo of Mary Lou Keogh's Traction. Photo: Jeff Pamplin. Right: Barry and Dot Solomon's Light I5. Photo: Jeff Pamplin.



cream and finishing off with carrot cake and coffee, just in case anyone was still hungry. I could see that we were all going home several kilos heavier. To get us in the mood for the weekend, Larry O'Carroll ran a trivia quiz with such questions as 'How long did the 100 Year War last?' [no, the answer is not 100 years] and 'What is a camel's hair brush made from?'. Needless to say the answers were discussed and half points claimed for 'half right' answers.

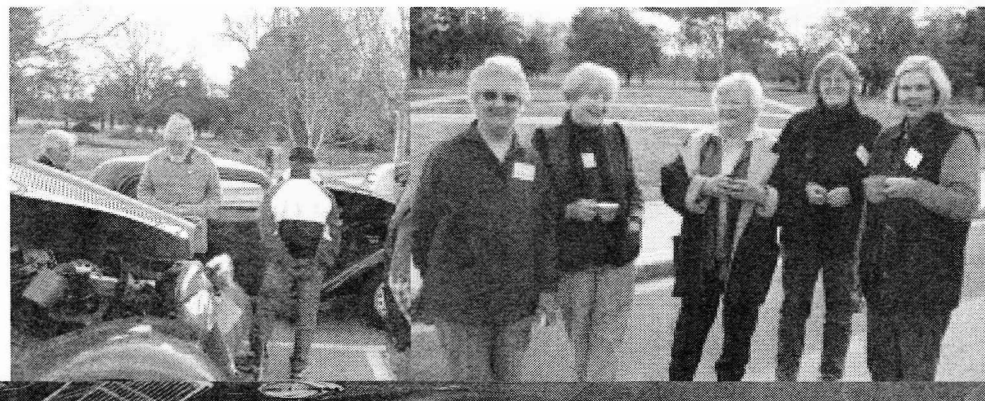
On Saturday after breakfast, French style, consisting of croissants [plain and chocolate], as well as more traditional Aussie fare, we headed off to the Benalla Rose Garden, where all the Citroëns lined up and the local people came to inspect the cars. We then headed off to the Tatong Tavern, a delightful old English style pub, for a gourmet barbecue. After lunch, it was off to the Saturday afternoon pictures at the 1950s style Swanpool cinema. We were welcomed by the theatre manager and his colleague

both resplendent in evening attire. The only thing missing was the Jaffas, for rolling down the aisle. The show started with advertisements from the '50s, and although there were car ads, none unfortunately were Citroëns. The ads were followed by a silent movie called Safety Last with Harold Lloyd that had us rolling in the aisles with his antics climbing up the side of a building. It was then back to the Trekkers for a spit roast, and for our table, much laughing at Larry O'Carroll's jokes.

The next day, after another hearty breakfast [although I think there were fewer starters for croissants this time] we headed off on the Observation Run organised by local club member David McKinnon. I believe that some people actually got lost when they followed someone else. The question that caused most discussion was the name of an old farm machine by the side of the road, the clue being that it could be found

Left: Lift the bonnet and you know where the boys will be. Photo: Ted Cross.

Right: The Citroën widows comparing notes. Left to right, Mona McDonald, Clare Hada-way, Dot Solomon and Beverley Stringer. Photo: Mark McKibbin.



in nightclubs. The answer was 'a stripper'. The Observation Run finished in Glenrowan, where the Sunbeam Car Club was also gathering, so we were able to have a look at some of their cars. We then attended a semi live theatre production called Ned Kelly's Last Stand. The guy running the show was certainly quite

raffle was held and the many winners paraded their prizes before us.

Monday morning saw another hearty breakfast before everyone headed off on their journeys home. For those of you who did not attend, you missed a great weekend. Thank you to everyone involved in organising a great weekend and for making welcome the newcomers. Hope to see you at the next event.

Lynne Stanton

TED CROSS HAS HIS SAY

Organising a June Long Weekend can be a devilish job. Promises of fine weather in Victoria in June are not easy to fulfil. Encouraging our intrepid interstate members to again make the long journey – finding a location with a room for all to meet together each day for the 'Grande Bouffe' is another challenge. Getting your wife to help you with the buying, whilst discouraging her from taking over, is perhaps the biggest challenge of all.

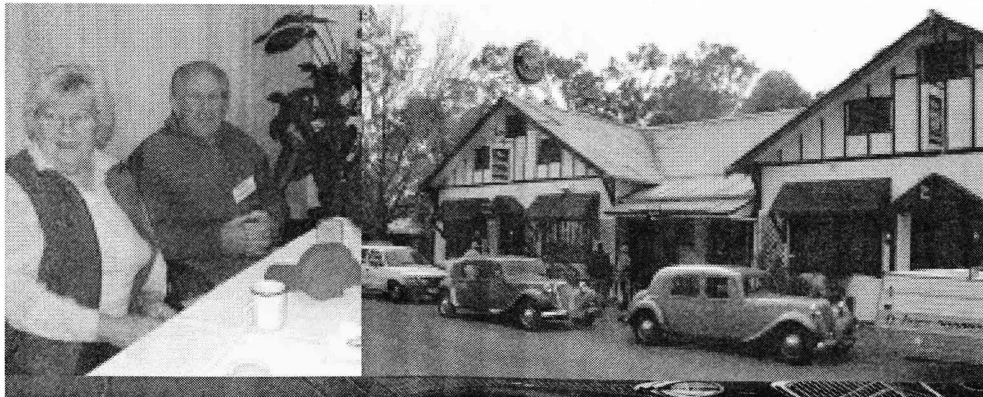
This year it all came together with the

a character! After the show we returned to Benalla for lunch at Hides Bakery. The afternoon was free to do what we wanted but as the rain had set in most people chose to relax. The evening saw us being picked up by bus and taken to the Benalla Bowling Club for dinner and the presentation of prizes for the winner of the Observation Run [Graeme and Mona McDonald] and the most popular car [Rob and Libby Little's Big 15]. A

BENALLA

a rose by any other name?

Left: Dot and Barry Solomon on Friday evening. Photo: Mark McKibbin. Right: Outside the Tatong Hotel. If not for the caravan and the Subaru [?] it looks like a period shot. Photo: Jeff Pamplin.



'Entertainment Team' of Rob and Libby Little, Kate and David McKinnon and the Crosses coming up with a weekend in Benalla. We had some new members, some prospective members, quite a few Day Trippers, and they all fitted into the scene without blinking an eye. Graeme and Lynne Stanton made the move from Peugeot to C5 Citroën and joined the festivities without hesitation. Somebody was heard to remark that it was the best fun you could have with your pants still on – whoops that was me. That 'King of Entertainers', Larry O'Carroll and his pretty and wonderful assistant Pamela made sure that the jokes and tall stories flowed all weekend. Everybody chipped in, and all had a great time.

From a quick quiz on Friday night [how long did the 100 Year War run? etc], we challenged our waistlines to keep up with the food, drinks and entertainment through Saturday, Sunday and Monday morning. The gallant Stringers maintained the pace

and finally left [probably for medical attention] threatening 'We'll be back next year'. The day-trippers [Boyles, Masons and Les Vidler esq] hooked in on Sunday and destroyed my number counting for meals, but it was great to see Luigi Boyle at a JLWE again.

I believe we had 10 Traction along for the 70 years of Traction anniversary and a great collection of most models both new and old. A charming unrestored L15 arrived and we found that it was a local club member's car and is for sale. Details available from a committee member on request.

The Observation run was hotly contested with even some of the locals becoming disorientated and/or misled by the tricky Rob Little. Memories of the movie, 'The Great Race' flooded back. This year the popular winners were Graeme and Mona McDonald after a couple of years absence from the JLWE event.

Continued on page 46

Left: Lunch, inside the Tatong Hotel. Photo: Jeff Pamplin. Right: The Swanpool and District Memorial Hall – venue for the picture afternoon. Photo: Jeff Pamplin.



RACV CENTENARY HILL CLIMB 1904 - 2004

HEIDELBERG VICTORIA

On May 23rd, 2004 the RACV ran the 100th anniversary re-enactment of the first hill climb held in Victoria on the 26th May 1904, up the Burgundy Street hill, Heidelberg.

cars, motor buggies and motorcycles making a number of runs up the Burgundy Street hill towards the Austin Hospital. Due to insurance considerations and being held on public roads the 2004 event could not be of a competitive nature. There was a range of pre-1905 vehicles taking part. Notable among the pre 1905 vehicles

was the large number of French origin – 1899 De Dion

Bouton, 1899 Peugeot, 1903 Peugeot, 2 x 1904 De Dion Boutons and a 1904 Darracq [similar to Genevieve].

Among some of the other early cars were an 1896 Benz Velo, 1904 Minerverette, 1904 Victoria Combination [built in England but adapted from the rear end and motor from a De Dion tricycle], 1904

The 1904 event included cars and motorcycles and as the newspaper reports of the time noted, 'the ability of cars to mount steep gradients was abundantly proved, signalling another milestone in the automobile history of our country.'

The 2004 re-enactment was held in fine weather, with all the competing

Cadillac, 1900 Locomobile Steamer, 1903 Orient Buckboard, 1904 Wolseley and a 1903 A Ford [car #31 – possibly the oldest surviving production Ford]. There were also a number of motorcycles including a 1904 Minerva and 1904 NSU.

It was great to be heading up the hill in pairs and seeing the cheering crowds lining each side of the road. Some enthusiastic CCOCA and CCCV members were seen amongst the crowd.

There was an opportunity for people to travel as passengers in the cars and a number of entrants had dressed in period costume to lend further atmosphere to the event.

During the day, supporting vehicles, built between 1905 and 1918, were also allowed to make runs up the hill. I was fortunate to be able to drive my friend's 1904 Darracq and my 1915 T Ford.

The day concluded with the awarding of trophies to various cars. Afterwards the participants retired to the nearby Old England Hotel, as had been done in 1904, for a sumptuous afternoon tea.

Overall, it was a great day of motoring for the veteran car movement and in particular the demonstration of the capability and engineering of early French cars.

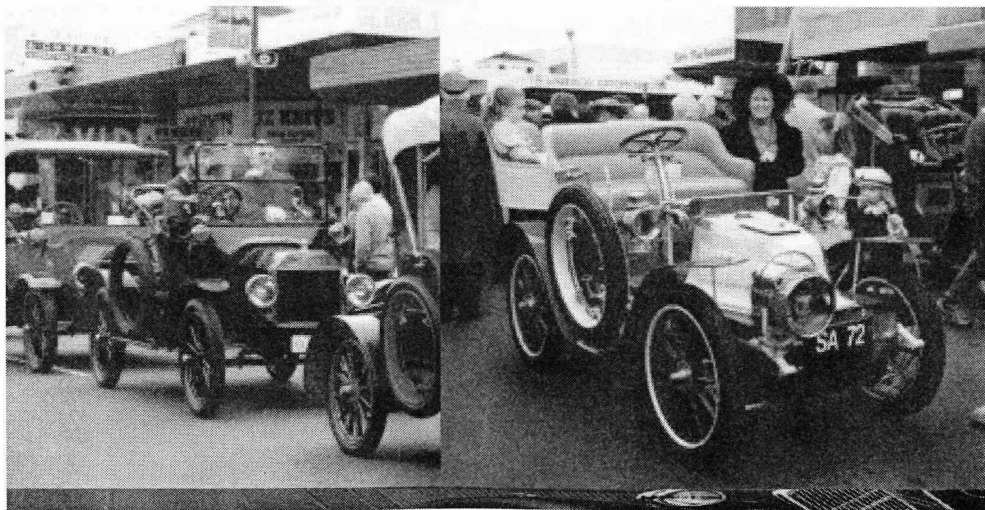
Andrew McDougall

Left: Andrew McDougall driving his 1904 friend's Darracq. Right: 1903 Orient Buckboard of Ruth and Bill Orde.

Heidelberg HILL CLIMB

Left: CCOCA member Andrew McDougall at the wheel of his 1915 Model T Ford.

Right: 1903 single cylinder Peugeot belonging to George and Pat Hetrel.



Is the Citroën SM the most desirable Citroën? I suppose it rather depends on whom you ask.

OK, so that is not a satisfactory answer to the question, you could say. And you would be right. You might also, with a tongue in your cheek, suggest that the answer is as satisfactory as the car itself – as I say,



it rather depends on whom you ask.

Let me explain. Whenever a non-Citroën owner discovers my obsession [yes, I do admit to obsession], whether they are 'into' cars, or not, the invariable next question is, 'do you have a D?'. Oh, they may call it a 'Parisienne', or any

one of a number of less attractive names, but we all know to what they are referring. So, that must be a vote for the D-series as the ultimate Citroën icon.

A little further into the conversation and the 2CV will rear its head. Anyone who has travelled to Europe or the UK will have had at least some

experience of the A-series, even if they have

no domestic experiences. The non-aficionado tends to be in awe [some aficionados are as well, I must add], but the 2CV does not provoke awe. It produces wistful smiles on the faces of your conversationalist, a far away look in their eyes as they remember their own personal 2CV



cathartic experience. So, the 2CV gets a vote, with the additional delight of it being 'cute' and approachable.

High on the icon hit-list must come our beloved Traction Avant – the particular model is not especially relevant, as so many see them all in the same light. 'Those big swooping front mud-guards, the gear lever protruding from the dashboard, the suicide doors, the running boards...' Yes, we all know there are no running boards indeed the Traction was instigator in the general demise of the running board. People remember Maigret [for those old enough we remember Rupert Davies in the BBC series],

they think of films set in France in the war years [and soon after], they may even remember that old uncle Torsion [Barr was his surname] had one, or indeed that their neighbour has one in their garage, undriven for decades. Yes, by anyone's definition the Traction Avant must rank as an icon.

But, what of the Citroënist? What does [s]he say? While all of the cars listed above are icons to them, the SM represents almost a Holy Grail. I say almost, because we [and by that I mean the members of CCOCA] know the Holy Grail is the not-quite mythical 22, but that is another story. The number of Citroënists who appear to desire the ownership of an

Mark McKibbin's SM at the 2003 All French Car Show.



MEMBER'S MODEL



SM exceeds totally the number of cars that were ever built.

Why then are prices not totally through the roof? If the D-series has a reputation, not necessarily well-founded, for being a money-pit that of the SM must be of a chasm! With the result that Citroënists like myself [and I am not alone in this] shy away with almost, but not quite, revulsion.

So, is the SM the most iconic Citroën? Well, if it is not it is certainly up near the top of the list.

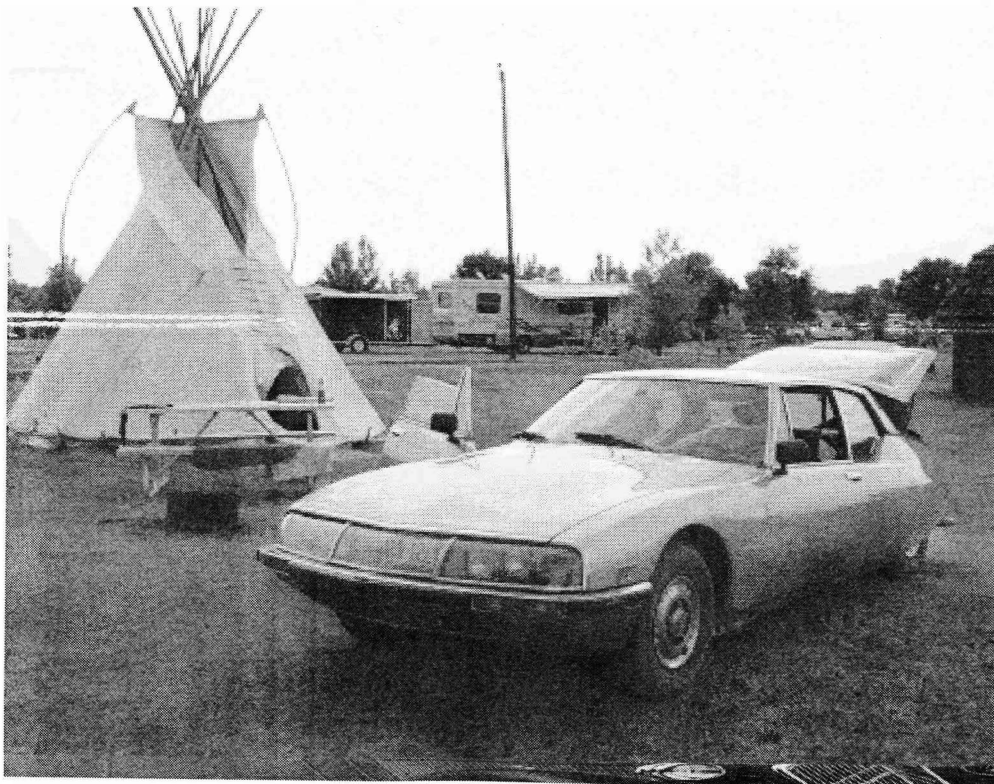
Of course, it is far simpler to list, and easier to avoid arguments over, what is not an icon. Alphabetically I might list: Ami, AX, BX, CX, Dyane, GS/GSA, Saxo, Visa, Xantia, XM, Xsara... note that with the sole

exception of my Light I 5 I have garage full of non-icons!

Leigh F Miles
Editor

So, real demand does not outstrip supply, except perhaps in places like Australia.

MEMBER'S MODEL



This story began in 2001 when Sue and I were planning a trip to the US and thought it would be fun to join one of the Raids from the west coast to the ICCCR in Massachusetts. I contacted the organiser of the 'Raid Northern Trail' Henry Reed and he said some Aussies would be welcome even in a hire car.

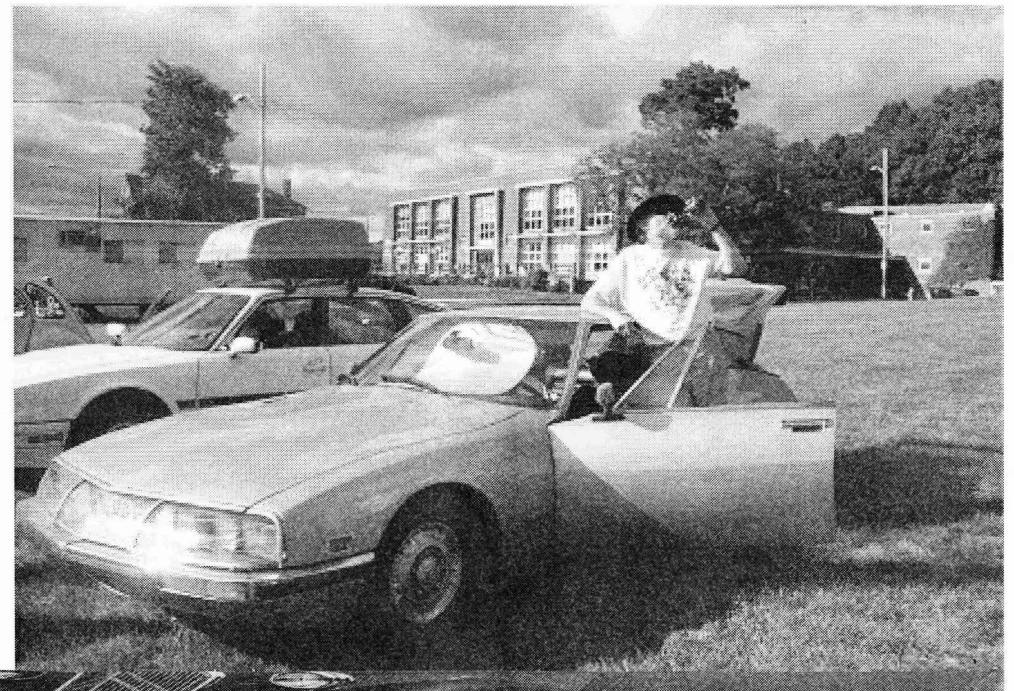
I started the enquiries about hire cars and found that they did not like you driving them from one side of the country to the other and wanted to add surcharges for that, taxes and very expensive insurance and it would be a bit boring albeit with comfort and air conditioning.

So, what Citroën was sold in the USA and not sold here? The only one I could think of was the SM. Now I will have to confess at this point that SM ownership had never been a priority in the past as I thought they were a mechanical nightmare, a commercial failure and one of the reasons Citroën was sold off to Peugeot: in other words the black sheep of Citroëns.

When purchasing any Citroën first rule is forget the negatives; after all life is too short for that sort of thing. Next find a positive or two. The SM is very fast thanks to the Maserati engine and it is very comfortable thanks to the DS suspension. So it

*Opposite:
Camping out US
style on the way
to the ICCCR
Meeting.*

*This page: Desti-
nati on achieved.
What a relief to
have made it to
the ICCCR.*



is really just a DS in drag and I have owned a few Ds in the past so no problem. [Many true aficionados of the marque and the model would be appalled by Mark's oversimplification of the lineage of the SM, however within the pages of 'Front Drive he will be forgiven. Ed.]

So after a few microseconds of

Chris contacted Gerry Hathaway from SM World in California who gave him a list of things to replace and adjust which he duly did these included distributor reconditioning, tension timing chains, replace high pressure line at accumulator and replace hoses to oil cooler plus radiator cleaned and oils changed.

Nothing cosmetic so the air conditioning did not work and the passenger

window did not go down so we hoped for cool weather.

The SM failed only once on the trip and with a certain amount of luck a replacement distributor cap was found in the middle of Wyoming [but that is another story] It was fast and comfortable and even survived a 3 hour traffic jam in blistering heat – the air conditioning was sorely missed that day.

Since the trip the SM has been resprayed back to its original colour, next the engine is to come out and have its exhaust valves, timing chains and clutch replaced. This should make the car more reliable and ready to cross its next continent – Australia.

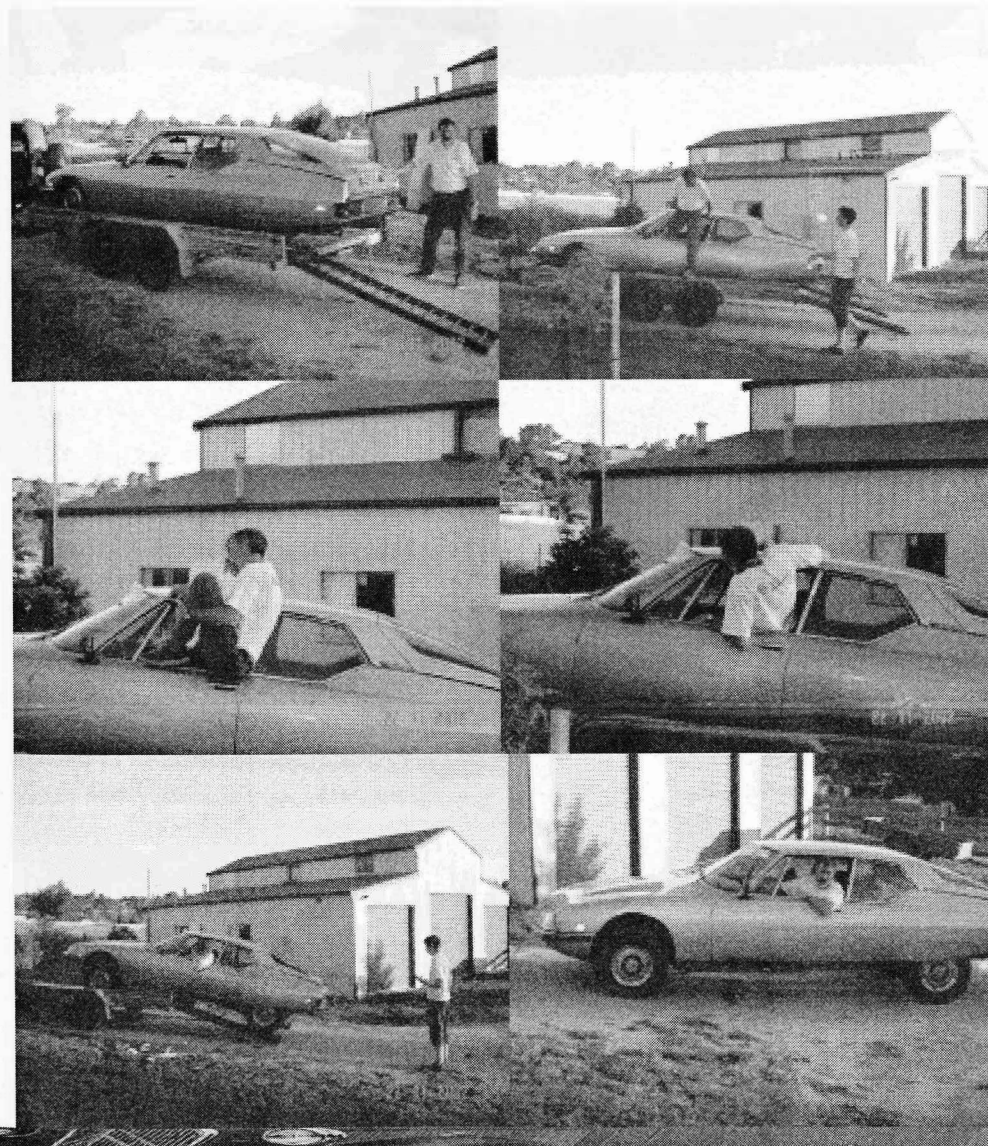
Mark McKibbin.



deliberation I phone Henry to see if any were for sale in Seattle. The answer was none in the club for sale, but there was one in the paper and he would go out and have a look for me. To cut a long story short, within a couple of weeks I was the proud owner of a 1972 Canadian spec. 5 speed 2.7ltr SM sight unseen and with the Australian Dollar at 50c still not a bad deal.

By this stage the Raid was 6 weeks away and Henry picked the car up and arranged it to be prepared by Chris the local Citroën guy. We arrive one week before the Raid and Chris has still not looked at it! I received an 'interview' and he decided that I might be worthy of his time, but he does admit that he knows very little about SMs; so in the mean time Sue, Lexie and I borrow [Thanks Henry] Henry's Renault Fuego and do a bit of site seeing.

Clearly, removing the SM from the trailer after its delivery was a fraught task for Mark. Thankfully he was wise enough to leave the side window open – otherwise the car could still be on the trailer!



When confronted with a car which is totally new, totally different and stunningly original it is very easy to become carried away and indulge in a technical essay which for all its big words and endless specifications – only half of which the writer probably understands [and none of which your Front Drive editor understands. Ed.] – fails dismally to describe the feeling and character of

people who in one year released the SM and the little GS sedan at opposite ends of the price spectrum.

If you come from a conventional car – meaning everything else – the SM almost requires the driver to take out a new licence, but then all Citroëns have been like that, one way or another. After a few minutes at the wheel the car moves in around you

and inspires the utmost confidence and security.

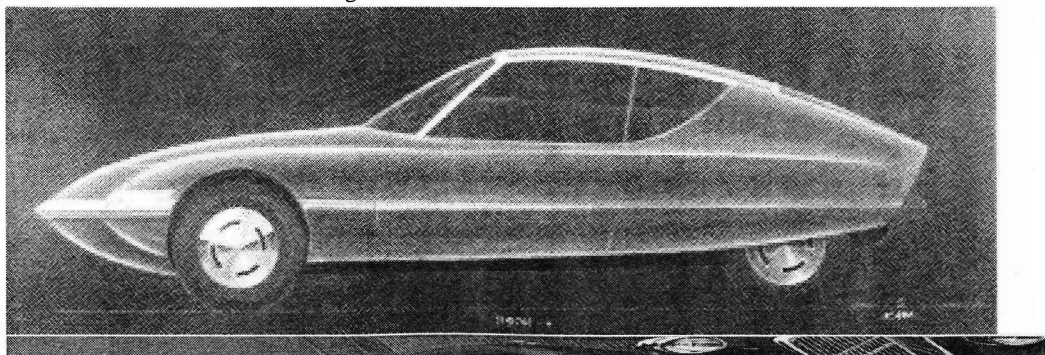
the car concerned. Such was Peter Robinson's problem with the incredible Citroën SM. Revolutionary in every true sense of the word, complex, sophisticated and completely captivating; the SM represents a realm of motoring beyond the imagination.

It is a 'cloud nine' car that is probably the motoring experience of the 1970s. Certainly, it makes a mockery of standards we have, until now, accepted as being the ultimate.

It confirms the sheer brilliance of the Citroën design team – the same

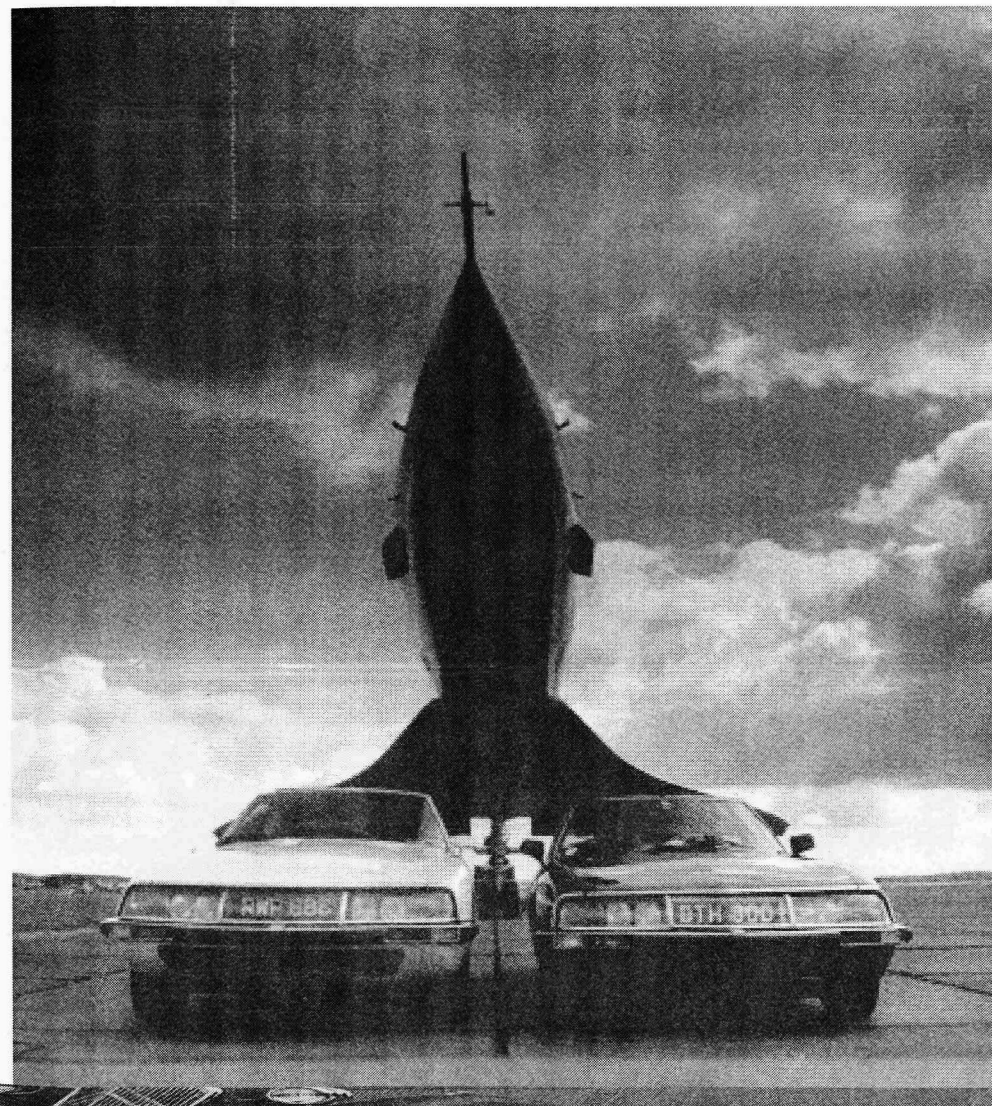
Perhaps best of all the SM provides the driver with the precision and excitement of a Porsche or Dino while the passengers enjoy a genuine and completely comfortable and luxurious four-seater unaware of the pleasure the driver is extracting and the speed at which the car is travelling. This hitherto impossible combination of ideals makes this Citroën a hallmark in the history of the car.

So much for creating the impression of greatness, now comes the justification.



Our SM, at the time the only one on the road in Australia although by now another will have been converted by Chapel Engineering in Victoria, belongs to a Melbourne man who ordered it in Paris after seeing it at the

show in 1970. A painstaking and superbly executed conversion took four months and helps justify the car's price tag of \$29,500. Now it is for sale because his wife finds it hard to drive around town.



We collected the car one Friday morning and spent the day driving the SM with a feeling of wonder which has not faded away. Normally casually blasé about high performance cars I shared, with Mel Nichols, an instant enthusiasm for the SM, which grew with every mile.

Incredibly the SM lives in a garage with a Ford Thunderbird and Buick

a Holden and quickly agreed it looks far better in the flesh than in pictures. It is long, sleek and even beautiful from some angles – only the clumsy C-pillar seen from a three-quarter rear view gives the car a slightly heavy touch.

Vastly more important is the honesty and efficiency of the shape which so suit the character of the car. A shape

so smooth it simply slips through the air, the SM tapers

off towards a point at the tail for aerodynamic perfection. Like other Citroëns it is neither in nor out of fashion, but it is a piece of originality that stands on its own merits. Again,

— how it puts up with them is hard to imagine.

Driving down one of Toorak's quiet streets, we spied the SM hiding behind



it is the skill of combining the exotica with the practical which makes this car unique.

It is an oversimplification to say the SM is a development of the DS with a Maserati V6 engine and a new two-door body. The SM takes the concept of a high-performance touring machine and tunes it to the nth degree, making complete use of the advanced engineering which Citroën has used for almost 40 years. Together with this are a number of new features which on their own are unique, but which are so superbly blended to complement each other that it is hard to imagine the SM any other way.

The Maserati engine is a compact, twin cam per bank V6 of 90° with the hard feel of many high performance Italian engines and emphasised in the SM because all other vibration and noise is so well masked. Response to the throttle is instantaneous from 3,500rpm; below that, there is a hesitation revealing a lack of low speed torque. Not really surprising when you discover the engine is only 2.7 litres and produces 140kW at 6,250rpm and 172 lb ft of torque at 4,000rpm.

At 1.4tonne the SM is obviously not going to be a supercar with Phase III HO performance but all the same it is



a very brisk mover and fully capable of using all its power in circumstances when other quick cars are virtually lifting off, or even braking.

A standing 400m of 17seconds is not especially quick, but the SM is just gathering strength for it rushes to 160kph in only 24.4sec, 100kph coming up in 9.5sec and overall fuel consumption is unlikely to drop

speeds are so absurdly quiet and comfortable they can be achieved without the passenger being aware of any sudden increase in noise level from half that speed. Conversations can be carried on in normal tones and although acceleration does drop off above 180kph the SM will go on to achieve a top speed on the high side of 220kph; and from 140kW that is very rare indeed.

But even before you can get to these speeds

you have to go through an acclimatisation course with the steering and, for that matter, the layout of the interior.

Wide opening doors reveal an interior of sumptuous luxury with a warmth

below 20mpg, unless you continually thrash the car.

But it is the SM's supreme ability as a touring machine which overshadows the figures themselves. I still find it hard to believe, but 200kph cruising

Two images from the original launch brochure for the SM.



achieved through the use of brushed nylon upholstery on the seats and doors and plush, deep carpeting almost everywhere else. [Remember, this article was written in June of 1972, when brushed nylon was considered luxurious. Ed.] From behind the small, oval, padded wheel with one thick, stylised spoke the car reinforces the atmosphere of mystery created by its appearance.

A drooping, almost sculptured dashboard with oval instruments is sunk beneath the long, sweeping fascia top with, over towards the centre, small subsidiary gauges that fit the jet-age image of the car. The information system includes an aircraft-style illuminated warning set-up with a large

central stop light and a series of telltale lights around its circumference. Then there is a console which flows down the centre of the car and holds the air-conditioning controls, gearlever and ashtrays among other things.

Initially the seats feel too hard but apart from a slight lack of lateral support, they are very close to being perfect, with an incredible range of adjustment. This together with a steering wheel which moves in and out and up and down with a single lever, makes finding a comfortable driving position simple.

The rear seats are exactly the same except they non-adjustable and miss out on the head rests [these are soft and fully adjustable to suit all sizes].



Although there appears to be a lack of knee and leg room in the rear the seats are so well padded I was quite content to ride as a back seat passenger for almost 160km and that alone makes the SM unique among modern cars.

The sophistication and refinement of the interior are complemented by a ride comfort close to that achieved

just two turns lock to lock – it needs just over 34ft to turn a full circle. It is so light and so quick most drivers will need a period of adjustment – a slight twitch is enough to cause a lane change. As speeds rise you can feel the tension the steering increase so that there is more resistance to change the higher the speed. It is artificially induced, of course. As if that is not enough the steering has a self-centring system that

returns the wheels to the straight ahead when you let go of the wheel – even at a standstill.

In normal driving the steering wheel needs to be turned just a couple of

with the S-series sedans, but with tighter, more precise handling.

And that brings us the steering. Power assisted rack and pinion with an incredible 9.4 to 1 overall ratio for



centimetres, or so, to move out and around another car and just a quarter of a turn for a right angle bend; so it is incredibly sensitive and remarkable for its feel and precision.

The only problem is in acclimatising yourself to the point where you will not apply too much lock in either direction on wet roads, in the case of a slide, and that is something I am not sure I would trust myself to avoid. And the natural instinct to swerve violently in the face of a dangerous situation could obviously cause problems. But if you can develop to avoid these – and that would probably not be too difficult as long as you do

not drive other cars – we have nothing but praise for the Citroën's steering.

The car runs straight at high speeds with a stability and unobtrusiveness that is remarkable.

And so it goes. The SM has front wheel drive, of course, but you would never know it from the quality of the gearchange. First and second gear ratios are rather close – for a quick take-off – with a gap to third and fourth and fifth – both overdrives – ideal. A smooth and short change through a normal Alfa/Lambo pattern adds considerably to the driving pleasure and forms an almost sensuous relationship with the



Excuses of 'having to move house' were dismissed when we found that they moved from a 30 square house into a much more manageable 35 square house!

Some highlights for me were;

DS The gourmet barbecue at Tatong – put it on your list to visit sometime.

DS The Swansea cinema – Cone Icecreams and a fantastic silent movie.

DS Larry's non-stop jokes [if I told one of them I would get my face slapped].

DS Bill Graham and Dot nearly

BENALLA
a rose by any other name?

Clockwise from left: President Mark McKibbin takes a well earned rest on the boot of his D. Notice especially the clever method of holding the boot lid open. Photo supplied by Mark McKibbin.

Rob and Libby Little's superb looking Big I5. Photo: Jeff Pamplin. Graham and Mona McDonald – winners of the Iain Mackerras Memorial Trophy for coming first in the Observation Run. Photo: Mark McKibbin



paying me twice – getting paid once is hard enough.

DS Ned Kelly is not dead – he just runs the display at Glenrowan.

DS Sunday evening dinner and floor show by all of the awards and raffle prize winners.

DS Andrew Begelhole surrounded by the women helping him choose a prize.

DS Meeting all of my friends again, particularly the 'Interstaters'.

DS Taking home less food and provisions than we brought at the start.

DS The Trekkers Rest hospitality.

DS The hospitality bus on Sunday evening [no drink driving for CCOCA, even though some of us could be described as bloody idiots].

DS Barry Soloman winning the

Hard Luck award for washing so many dishes.

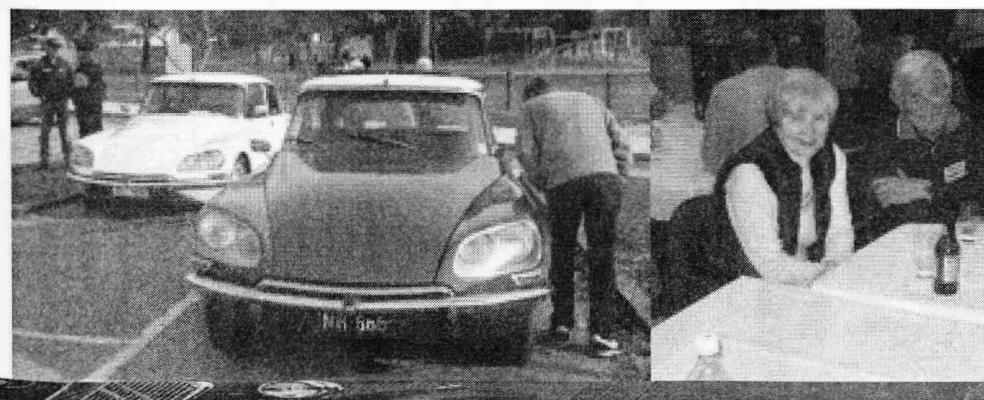
So, another successful weekend in June came to an end. Weather fine, excepting for Sunday afternoon, when it rained, and most people were happy to rest up indoors. By the time next year comes around I will have forgotten the pain of helping plan and run the event and will start again...

Hmmm! now let me see we have recently done Beechworth and Benalla... so what about something starting with C... and 50 years of the D to celebrate.

Regards
Ted Cross.

Serious thanks to all the helpers over the weekend including my indispensable wife, Helen [sometimes known as the 'Soup Lady'].

Left: The D-series was not left out. On the right is Mark McKibbin's ID 19B and on the left local DS 21 Pallas of 'locals' David and Kate McKinnon. Photo: Mark McKibbin. Right: Clare and Bernie Hadaway awaiting lunch at the Tatong Hotel. Photo: Mark McKibbin.



Peter and Caroline Dekker turned off the wintry weather that had beset Melbourne for weeks to reveal a magnificently sunny day for the drive into Gippsland last month. Fifteen carloads of friends turned up for the Gourmet Trail.

A visit to the Tynong North boutique

expose of cheese making methods.

We fired up our motors again and headed off through the magnificent valleys on the way to Nyora, the home of Trisha and John Fleming. We looked over John's workshop and had afternoon tea at their newly acquired mud brick home. The house is

beautifully built with a delightful aspect onto an emerging garden and ponds. John and Trish have planned a garden

landscape that will reflect their interest in nature conservation and Australian native plants in particular. Thanks to John and Trish Fleming for afternoon tea, and Peter and Cas for a lovely day.

Tom Grucza [with light editing by Peter Dekker]

winery of Cannibal Creek was followed by a visit to the Ada River winery. Then onto lunch in beautiful Neerim South [the hotel can be thoroughly recommended] with a stop off at Piano Hill cheesery. The local fare was very popular and the owners treated us to an interesting



Some of the cars that were in attendance on the Gippsland Deli Run. Photo: Peter Dekker.

GIPPSLAND Deli Run

The star attraction at the March 1970 Geneva Salon was the Citroën SM with its eye-catching and exotic lines. It wasn't long before the Citroën Maserati was being built in countless thousands... by toy manufacturers. Seldom has the SM been out of production in the years since, at least in miniature form!

The SM presented by Citroën at Geneva was in

reality a pre-production model, and it was not until the October Paris Salon that the car was first offered to the public. The famous Solido company seems to have won the race to be the first toy manufacturer to have an SM in production. According to an article in the French classic car magazine, *Automobilia*, May 1996, Solido's

design staff approached Citroën in May 1970 in order to make scale drawings from which dies could be made. Working against time, Solido managed to have their model in the shops by December that year.

A beautifully proportioned model, Solido's SM has appeared in a multitude of colours and guises [including rally and gendarmerie



versions]. Of all the colours it has appeared in, perhaps the best is metallic gold – which was the colour of the 1970 Geneva show car. Solido produced the model until 1978, but in 1985 it reappeared as a Verem [Verem is a subsidiary that tends to specialise in cheaper versions of models from the parent Solido



The Miniluxe model of the SM featured opening bonnet and hatchback.

company]. Solido itself reintroduced the SM to its own catalogue in 1991, and the model remains available to this day.

Solido's great rival, Norev, brought out its own SM in 1971. And like Solido, Norev has produced its version of the car in many guises, including in plastic as well as in metal. Norev's model first appeared in 1971, and on occasion modified

containing a convertible SM flanked by Citroën CXs in front of a representation of the Elysée Palace was produced for the 1988 Presidential elections, with the box urging people to vote by featuring the words 'Aux urnes, Citoyens!' ['To the Voting Booths, Citizens!']. Another French company, Minialuxe, also produced plastic models of the SM, and these look almost as well

proportioned as the Solido. Whereas the Solido and Norev

models offered opening doors, the Minialuxe version featured both opening bonnet and opening hatchback.

Alas, no Dinky model of the SM, but both Corgi and Matchbox offered versions from 1971. Corgi's effort is perhaps rather dumpy in appearance, but the doors and

hatchback open, and there is a well-detailed interior. Matchbox offered the SM in two scales [1:45 and 1:65], and a range of versions were available during the 1970s including some sporting 'STP' or 'Shell' stickers and towing a trailer carrying motorbikes.

Bringing the story of SM miniatures up to date, the German Minichamps

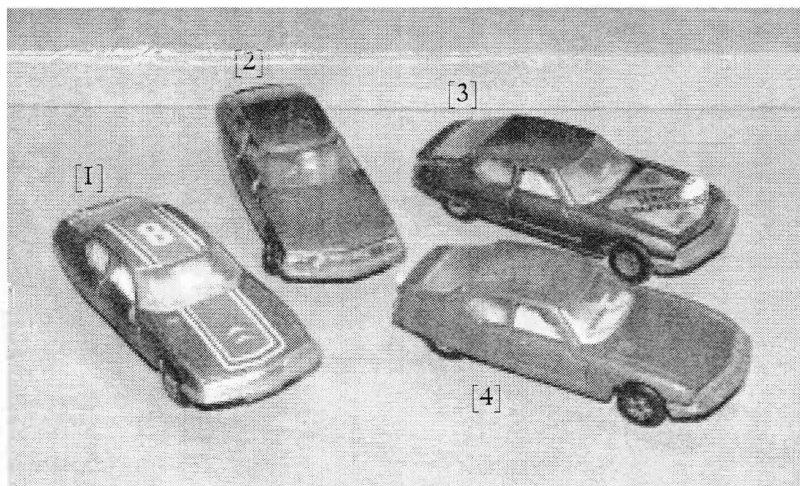
company, which has a huge range of models in its catalogue, currently offers a very reasonably priced version [catalogue number 111024]. So, for those of us who can only dream of owning an SM, there is always hope – if only in miniature form.

Mark Ebery

TOY A=TRACTIONS

versions based on the Norev die have been produced, representing rare coachbuilt SMs. The Portuguese company Replicars made a model of the long wheelbase SM convertible constructed for President Pompidou in 1991, for example. [There will be an article on models of Presidential Citroëns in a future edition of Front Drive.] A special Norev gift set

Four smaller scale models. [2] is a 1977 Tomica featuring opening doors and 'glass' head-light covers. The other three are from Matchbox. The decoration on [1] is painted onto the car the while that on [3] is a paper label advertising STP, Yamaha and Shell.



Top: Two versions of the Matchbox 'SpeedKings' model. The plain version, in magenta was K33 and the Emergency Doctor model was K62. Both feature opening doors, tinted glass and a highly detailed interior.

Bottom: A fine example of the original Solido version of the SM, from 1970.

HOW WELL DOES YOUR LIGHT 15 SIT?

Most of we Light Fifteen owners own the Repair Manual which holds us in good stead to understand the peculiarities of our Pride and Joy. However, when we consult page I34 'Adjustment of Load Distribution'

Now, just as a matter of interest, if we turn again to page I34 it states that 'the load distribution on each wheel is of great importance in the matter of road holding, braking and tyre wear.'

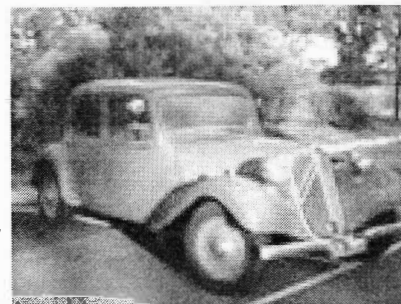
As you know, those that have attempted to follow me will confirm

that I drive my Light 15 with great gusto, and that these matter are of great importance; so I decided to investigate

this matter further! The manual suggests that the port and starboard wheels of our cars should equally share the weight and subsequent pressure upon the road surface to get the optimum handling performance. It does not mean that the front

wheels should carry the same load as the back pair, but as individual pairs they should provide equal load sharing.

To get one's mind around this subject I will draw an analogy to the problem of placing a 4 point object on a level surface without it rocking and with two points taking all the weight. We all know about tables and chairs with 4 legs that can only be brought into a stable condition by force or correction with a saw or packing. Then if we do finally forcibly bring the two reluctant legs into contact with the level surface, the chair or table's structure is being strained. The offending legs, upon contact exert a minimal force to the level surface, whilst the remaining two legs take up the applied correcting force on



the surface, plus the weight of the structure.

Now, when we look at our Pride and Joy sitting with all wheels upon the road we are smugly confident that all is well – but is it?

Could it be during that last experiment with the torsion bar adjustment we may have made a slight error or possibly that last jaunt on the Raid could have had some effect?

Are you sitting COMFORTABLY?

and then refer to page 94A of the Illustrations Section of how the WEIGHT DISTRIBUTION of our Light 15 can be checked we forget about it and turn the page to more pressing problems!

Photo 1: Shows the device on a level surface prior to the vehicle being rolled on to the two wheel pads of the scale beam, making sure that the fulcrum lifting screw is at the central axis.

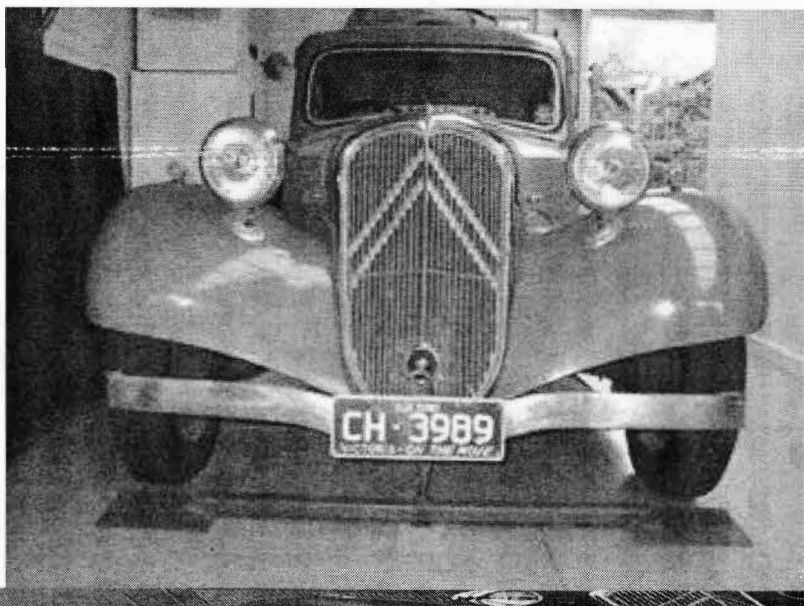


Photo 2: Shows the device in position under the wheels (making sure all tyre pressures are equal) with the vehicle lifted off the level surface by the central fulcrum lifting screw.

After this gloom and doom we may have a solution to put those sleepless nights behind us – at least for those users whose cars are not in trouble!

We all know that tables and chairs with 3 legs always sit upon a level surface without rocking, with all legs sharing the load equally – a tripod –

Are you sitting COMFORTABLY?

with the structure being strainless. The idea that I am putting forward is that the L15 is suspended about its central, longitudinal axis upon three points [forgetting the wheels for the moment], so that the whole vehicle structure is strainless. We can now observe how the four contact tyres relate to a level surface

whilst still supporting the vehicle weight on its tripod.

A device was constructed whereby the front wheels only were lifted off a level surface by a beam with a fulcrum point, providing a balance about the central longitudinal axis of the vehicle [like weighing scales].

Photo 1: Shows the device on a level surface prior to the vehicle being rolled on to the two wheel pads of the scale beam, making sure that the fulcrum lifting screw is at the central axis.

Photo 2: Shows the device in position under the wheels [making sure all tyre pressures are equal] with the vehicle lifted off the level surface by the central fulcrum lifting screw.

Photo 3 depicts a close-up of the port wheel, on the fulcrum, clearly

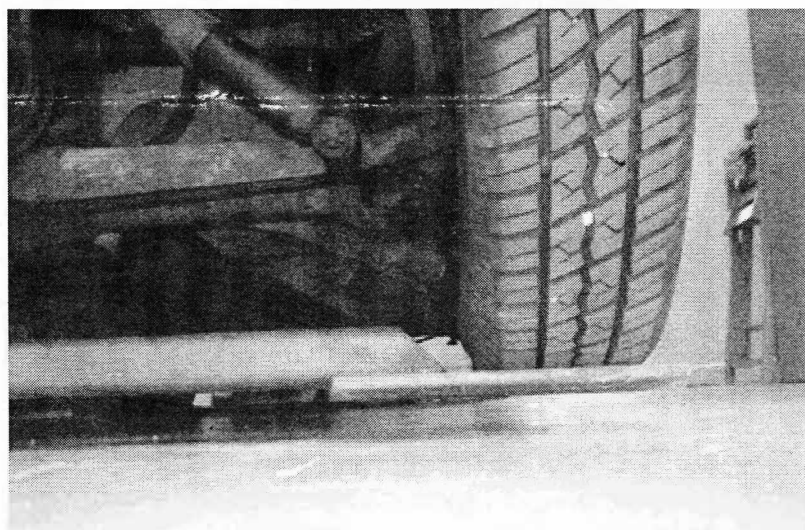


Photo 3 depicts a close-up of the port wheel, on the fulcrum, clearly showing the beam of the fulcrum on an angle.

showing the beam of the fulcrum on an angle.

Hey presto! What do we have? Hopefully, a strainless vehicle with a perfectly horizontal beam with the front wheel pads equal distance from the level surface.

On the other hand, there could be a variance and one has to decide what to do. With my Light 15 there is a variance of about 10 mm. The port front wheel being higher than its corresponding starboard wheel. I decided, after checking the under-floor vehicle heights, that the rear

portside wheel could be raised a fraction and that the built-in adjustment means would attend to this!

Now this is the subject of another 'How To Do It'. It will not adjust even after much Penetrene and considerable persuasion. In any case, 10 mm is not a lot and I intend to modify my extravagant driving habits, anyway!

For those who cannot sleep at night the device is available to try out through Rob Little.

Bernie Hadaway

FLEET FOLLIES

GRAHAM BARTON - TREASURER

What can I tell you about my fleet – if it could be called that? I suppose I will start with my beloved 1953 burgundy small boot light 15. It is not going! A pain really, as I love driving it. The problem is that the master cylinder is weeping and needs an overhaul to the extent of a resleeve in stainless. It is not out of the car yet but I have a spare, which I disassembled after the application of much RP7, CRC etc. This is on its way to the brake specialist for the resleeve. I have already acquired the repair kit for the master cylinder when it returns and I

hope it will not be too difficult to install. Does anyone have tips that might need to avoid and unseen pitfalls.

On another note, Ted Cross and I have been on several missions around Victoria recently rescuing several GSs. Three of these wonderful and currently unappreciated vehicles have found their way into my workshop to be given a new lease of life. Two are GS Clubs and the other is a Pallas. I believe I am getting in on the ground floor before they become too popular or dissolve into red powder.

Any way I am having fun and will report again on the advancement of my projects in a future edition of bedtime stories.

TED CROSS - EVENTS CO-ORDINATOR

Firstly let me say that it was very poor form for Leigh Miles to recently admit to owning seven [eight, actually, Ted. Ed.] Citroëns. This sort of information is secretmen's business and I will only admit to definitely owning two Citroëns which makes my fleet report a small fleet report.

We recently took the Big Six Traction

has forced Helen's car out into the street which was not a popular outcome. Graham Barton has been a great help and inspiration and I really blame him for getting the car at all, as he has given me a lot of encouragement recovering dead Citroëns over the years. This GS took me several goes over a few days to get started but has a sweet motor and the parts will all find good homes elsewhere. It is now only counted as parts.

I also might have a D. If I did have one [or two] I

could admit to doing nothing much on the DS Special 1972 which resides in the garage apart from starting it and parking it in the street whilst I organised the GS wrecking. Really D's 'all look the same' and I actually may also own another one [that does not live at home] because as I get older I often forget about it.

The other Cit I can definitely confirm I own [only because I have told Helen that I plan to sell it] is a tidy GS Break. I put this together for the last week of the Raid and it went very well and would make a great club-plate car for somebody. I can also admit to owning this one because Helen went with me in it for the week and I must say it performed very well. The later Weber carby set up really improves performance when cruising down the highways and camping was a breeze. I would like to sell this car so that I can spend more time and money on the others.

Ted Cross

Well all I can say there is some heavy work going on in the Citroën movement, spare parts sales have rocketed, in the first 4 months since the AGM, sales figures have equalled the previous year and don't look like slowing too much in July. I would like to remind everybody that this level of service would not be possible without the excellent assistance from Rob Koffijberg in Holland.

All of those members who attended the June meeting would have seen the hub caps Phillip Rogers has had made in the U.K. really first class, I have since contacted the company requesting what hub caps they can supply to suit the Citroën range but at the time of writing have not had a reply, so hopefully more news on this next issue. Tyres and original style mufflers are all under scrutiny and Rob Koffijberg is investigating shipping prices for these items by sea mail.

Over the Austraction weekend in Benalla I took the opportunity to swap Big 15's with Jeff Pamplin and compare our cars' performance, the main thing I noticed was a slight difference in the exhaust and a little less harshness, I attributed this to the non standard exhaust system and hangers on my car hence the enquiry about mufflers as Jeff's is also in need of replacement but I brought in a pair of hangers and all insulators required

to rehang my exhaust in the Citroën manner. The insulators cost around \$2.60 each and the brackets \$13.00 each so cheap it is hardly worthwhile messing around with non standard items and you can keep your car the way André designed it. Other than that small difference Jeff and I agreed that his car had a better transmission but my engine was smoother and

more powerful than his as it should be as his engine has not been modified and has never been balanced.

The club now also owns a brake shoe centreing tool for the front & rear as well as a tool for turning & holding the brake shoe eccentrics, so if you are contemplating a brake overhaul in the future these tools are available through the spare parts system.

I also received a shipment of pieces from Holden, Vintage & Classic in the U.K. mind you they are more expensive than Traction Avant Netherlands but they are rims & lens', double filament globe holders and base rubbers for Lucas II30 sidelamps. I did write about these parts in an earlier issue, the double filament globe holders are useful if you want to put your indicators into the sidelamps instead of adding extra lights to your vehicle.

FLEET FOLLIES

Avant to the June long weekend trip to Benalla. The Cit went very well both ways even in the driving rain on the way home but has now developed another exhaust manifold leak. This has been a recurring problem for me and probably all other Big 6 owners over the years.

So a spare manifold in the shed will now be refurbished and an exchange made after we get from the ICCCR meeting in Switzerland in August.

When at the ICCCR I am trying to buy a new original set of seat covers for the 2CV Dolly. These were tired when we bought the car several years ago and now really need replacement. The 2CV has now done 38K miles and is about due for a visit to David Gries for another service and a new CD radio as requested by Helen [Please note that this is her car so do not add it onto my collection.]

I have just pulled apart a GS for spare parts for another project. This was done over three weekends in the carport and

SPARE NEWS

Peter Boyd from Maleny, Queensland has given me a contact in Witta, Queensland one Kevin Baker from KB classic Parts, I phoned Kevin and had a chat to him, he worked for Lucas for 44 years and has every reference book available, I intend dropping in to see him on my next trip to the Sunshine State but he certainly sounds like a great source of Lucas spares. Thanks Peter.

I should remind members a decision was made last year re paying for parts with credit cards, a charge of 4.8% will be added to the invoice as this is the cost to us from the bank, as a small user of the system we do get hit fairly heavily. Our parts only carry a 30% mark up on cost with a further 10% discount for spare parts fund members. In the effort to pass onto our members quality parts at the most

affordable prices it can be seen the 4.8% impacts

on our costs quite severely as bank costs, etc are absorbed in our small profit, this does give a margin to increase the range of tools and other services available to members.

Rob Little

Finally I can say that the supply of spares from overseas is that good at the moment don't mess around trying to make things fit as good replacement parts are available and all at a very reasonable cost.

FOR SALE

1967/68 ID 19B

Single headlight, green fluid, power steering in excellent mechanical and body condition. Body coloured blanc carrera with a contrasting black roof. Good tan leather Pallas seats and door trims. New carpets and many other Pallas trimmings fitted. Reg No: UDS 190. \$13,500. Contact Vern Isaacs, [08] 9377 7365 [W]

1974 DS SAFARI

This very original 4-speed DS Safari in duck-egg blue, with spotless dove grey leather has been fitted with new carpets and roof lining. It is immaculate

throughout – reflecting its believed original 84,000 miles. It is a fine, original, unrestored car and is for sale 'as is', without a RWC. Reg: LKJ 205. \$19,000. Contact: Anthea Ball, [03] 9510 2183 or bardotball@iprimus.com.au [W]

1974 GS SPECIAL 1220 ESTATE

Excellent condition, no rust, good Michelins, stainless muffler. Blue with black interior. Loads of spares including engine and gearbox. Reg: I AUS 382. Phone Les [08] 9430 5274 [H] or 040 911 2987 [M]. [JJ]

FOR SALE

1948 LIGHT 15

Reluctantly for sale. [Reg: CR 4051. Eng No: AD 000976. Chassis No: 131214] An appreciative new owner wanted, who will improve and give it the TLC it deserves. Fully rebuilt engine and gearbox, good battery, excellent tyres, good original body and upholstery, spare gearbox and other parts, drives well \$10,000 negotiable. Contact: Andrew McDougall, [03] 9486 4221 [H] or 042 722 0249 [M]. [JJ]

1960 ID 19

Reluctantly for sale. [Reg: PZJ 319. Eng No: 19808130. Chassis No: 8627472] Paris delivery car followed by initial life in Kenya – comprehensively restored in the early 1980s. Red with original fibreglass roof. Good condition – won best Citroën all classes – Vic. French car festival 2004. \$11,000 negotiable. Contact: Andrew McDougall, [03] 9486 4221 [H] or 042 722 0249 [M]. [JJ]

GS 1220 STATION WAGON

Fitted with 5 speed GSA gearbox. Registered & RWC, QMH008. \$3,000 neg. Apply in the first instance to Citro Mtrs Phone: [03] 9419 4537. [AM]

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. Offered at \$4,700, with Vic reg and RWC. Contact: Jeff Cox 040 808 4648 or [02] 4984 9062. [AM]

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/LI5 major mechanical/body components available.

Contact: Mel, 041 482 0631 [M] [AM]

WANTED

BIG 6 EXHAUST MANIFOLD

A non-Victorian member is seeking a second hand exhaust manifold in good condition, to suit Big 6.

Contact Rob Little in the first instance, [03] 5823 1397 [W]