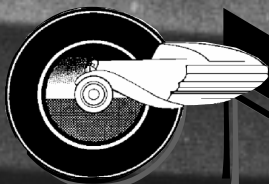


# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR  
CITROËN OWNERS AND ENTHUSIASTS

*Citroën*

DECEMBER '04/JANUARY '05 Vol 28 No 6

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

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

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

### CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:

Ted Cross, Mark Ebery, Andrea Fisher, Rob Little, Mark McKibbin, Jeff Pamplin, Ian Sperling and Wendy Ward.

### DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, December 24.

### 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 a rare right hand drive Traction CABriolet in the Citron factory at Slough.

## 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.

## COMMITTEE

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## FOR SPARE PARTS & TOOLS

Contact Rob Little.  
Phone: [03] 5823 1397  
spareparts@citraoenclassic.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 December/January edition of 'Front Drive', and more importantly, Merry Christmas, to all our happy readers!

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### ED SED

I do not know about the rest of you, but frankly I do not know where the year has gone. 2004 seems to have disappeared in a blur. As I write this editorial I note that 12months [almost to the day] I was arriving back in Australia after three years overseas, and it seems like yesterday.

This edition features Max Lewis' Traction Cabriolet. As you read his article you can only be impressed by the devotion to the marque and model that he has shown. Taking on the challenge of a Vietnamese Traction is not the faint hearted – and one could never describe Max as that!

The Concours Weigh In, my European sojourn, Mark Ebery's review of the Sydney Motor Show and of course all the usual features make for another full edition of 'Front Drive'.

Enjoy,  
Leigh F Miles – Editor.

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The Concours is history for another year and considering the weather we have been having and the weather forecast for the day we were very lucky. This year it was CCCV's turn to run the show and with the good turn up of Ds, Traction's and 2CVs it was a great day. I would like to thank our sponsors listed below:

- ♫ Lance Dixon
- ♫ Melbourne Citroën
- ♫ Eastland Tyres
- ♫ Carey Motors
- ♫ Cars of France
- ♫ DCSI
- ♫ Paris Motors
- ♫ French Connection
- ♫ Shannons Insurance.

I must also thank all the Club members who gave up their time to do some judging, marshalling, cooking, club shopping and all the other things that go to make up a great event.

On the theme of volunteers, it is time to start thinking about getting involved in the Committee; this year we have been very fortunate in having all positions filled with no press ganging involved. Luckily we have a three year rule for President so I will be standing aside at the end of the Club year, so have a chat with me or any of the Committee if you can spare

the club some of your time. You will find you get back twice what you put in.

Today I have been giving the Traction a wheel alignment as the tread on the

## GIPPSLAND GAS

front tyres have had a very hard time and with only 7,000km of light Raiding on them. The method I used to check the 'toe out' was copied from watching Axel Kaliske and Ursula Walter <deuxchevaux@earthlink.net> giving my 2CV an alignment before the Raid. He set up some axle stands [you can use anything heavy enough] directly in front of each front wheel and directly behind each rear wheel he then strung builders string from front to rear at the height of the centres of the wheels and just touching the sidewalls. As the Traction's rear track is narrower than the front I placed 12mm spacer [piece of wood] between the string and the sidewall of the rear tyre. The upshot of all this is that my front wheels had 11mm of toe in [measured at the side wall] instead of 0 to 1mm of toe out – maybe I should have done this 7,000km ago when the tyres were new!

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.

## A-TRACTIONS

### JANUARY 2005

#### GET STUFFED!

WHEN: Thursday, January 13

TIME: 7.00pm

WHERE: Leigh Miles',

16 Harrow St., Blackburn South

COST: Cheap Eats

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506

editor@citreoclassic.org.au

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

WHEN: Sunday, January 23

TIME: From 11.00am

WHERE: Mornington Racecourse,

Mornington-Tyabb Rd.,

Mornington

COST: TBC

BOOKING: Not required

CONTACT: Ted Cross,

[03] 9819 2208 [H]

activities@citreoclassic.org.au

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

#### AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN: Wednesday, January 26

TIME: Participants: 10.00,

Spectators: 12.00pm

WHERE: Participants – Northland

Spectators – Kings Domain Gardens,

Linlithgow Ave., Melbourne.

COST: Free

BOOKING: Spectators: not required

If you wish to display registration

is required by November 30

CONTACT: Enquiries: Kevin

Churchill 0412 802 177 or

Brian Kelly 9790 2847 [RACV] or

Ted Cross [03] 9819 2208 [H]

activities@citreoclassic.org.au

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran,



vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motoring enthusiasts. If you would like to display your vehicle, entry forms are available from RACV shops or by telephoning Kevin Churchill 0412 802 177 or Brian Kelly 9790 2847. Only vehicles manufactured before 31 December 1977 are eligible for entry.

## MONTHLY MEETING

WHEN: Wednesday, January 26  
 TIME: 6.30pm  
 WHERE: The banks of the Yarra River, in the usual spot  
 [subject to availability]  
 COST: BYO everything  
 BOOKING: Not required  
 CONTACT: Helen Cross,  
 041 935 6963

Even if you have not spent the day

admiring the huge  
 range of cars that  
 have taken part  
 in the  
 Australia  
 Day  
 Historic  
 Car  
 Display  
 by the  
 time 6.30

comes around the dinner gong will be sounding in your stomach. So, pack up the Esky and join CCOCA

on the banks of the Yarra for our annual January BBQ.

## FEBRUARY

### PICNIC AT HANGING ROCK

WHEN: Sunday, February 13  
 TIME: TBC  
 WHERE: Hanging Rock  
 COST: TBC  
 BOOKING: Preferred  
 CONTACT: Ted Cross,  
 [03]9819 2208 [H]

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

## MONTHLY MEETING

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

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



## GET STUFFED!

WHEN: Thursday, February 24  
 TIME: 7.00pm  
 WHERE: Leigh Miles,  
 16 Harrow St., Blackburn South

activities@citreoenclassic.org.au  
 Full details of the activity for this month's meeting will be in the next 'Front Drive'.

## SOUTHERN SOJOURN

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

Rather than travel by the Great Eastern Highway, from Norseman, this tag along tour will depart from Norseman on Saturday 19 March 2005 and travel south to Esperance on Saturday, then west to Albany on Sunday. There will be a day in Albany to observe the local attractions on Monday. Tuesday encompasses the sojourn through to Pemberton via a tree

top walk. The destination on Wednesday is the renowned Margaret River. The Sojourn concludes on Thursday 24 March at the CIT-IN venue in Perth.



## A-TRACTIONS

COST: Cheap Eats  
 BOOKING: Not required  
 CONTACT: Leigh Miles,  
 [03] 9888 7506  
 editor@citreoenclassic.org.au

## MARCH

### D SERIES CONVOY

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

The Citroën Car Club of NSW is arranging this convoy trip and will be collecting participants along the way. This is a great way to get you into the mood for Cit-In but also will ensure you will be there for the start of the Pre-Cit-In Southern Sojourn.

### MONTHLY MEETING

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

### CIT-IN 2005 - PERTH

WHEN: Friday 25 to Monday 28  
 WHERE: Point Walter, Perth  
 COST: TBC  
 BOOKING: Essential by February 28  
 CONTACT: Shane Harris  
 citroen@aceonline.com.au  
 Full details of Cit-In 2005 can be found on page 26 of 'Front Drive'.





## MIDWEST MEANDER

WHEN: From Monday 28  
 WHERE: From Perth  
 COST: TBC  
 BOOKING: Essential  
 CONTACT: Shane Harris  
 citroen@aceonline.com.au  
 After the CIT-IN you will have the



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



## SPARE PARTS FUND MEMBERS

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

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

**A P R I L**

**GET STUFFED!**

WHEN: Thursday, April 7

TIME: 7.00pm

## A-TRACTIONS

WHERE: Leigh Miles',

16 Harrow St., Blackburn South

COST: Cheap Eats

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506

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

## TOURING GIPPSLAND

WHEN: Sunday 17 to Friday 22

WHERE: Gippsland

COST: ~\$600 to \$650

BOOKING: Essential

CONTACT: Ted Cross,

[03] 9819 2208 [H]

[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

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

[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

An expression of interest was asked for at Benalla last June if members were interested in an extended touring event, at least seven couples raised

their hands, so here is the chance to participate.

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

The timing will coincide with the first week of school after the holidays, this time has been selected as motels are more conducive to making deals out of peak times and the weather is still normally warm and moderate and does not conflict with other events arranged by other clubs or members.

Costs: It is hoped that we could contain the costs to fall between \$600 - \$650, this would include entry to attractions included in the itinerary, you will be responsible for lunches, morning & afternoon teas as well as your car running costs. Our promise is to take you to places and items of interest you have never seen before as well as calling in on other Citroënists in the area. Roads used will be all sealed, but there may be some



# Touring Gippsland with CCOCA

exceptions if one of our members does not live on a sealed road and we wish to visit. This will not be a car breaking trip but a safe, reliable car will be required as Gippisland is not noted for its flatness.

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

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

## ANNUAL GENERAL MEETING

WHEN: Wednesday, April 27

TIME: 8.00pm

WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,  
[03] 9819 2208 or  
activities@citroenclassic.org.au

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

## VOLUNTEER!

Have you thought of standing for Committee?

O u r President, M a r k McKibbin is standing down, under the three

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



## VOTE!

Voting for next year's Committee is a very important right you have as a member of CCOCA. So, come along

and make sure you have your input. If you will not be able to attend on the night, be sure to submit your proxy form, which will also be available in coming editions of 'Front Drive'.



Sunday, October 24: I looked out of my hotel window at a cold, dark, Melbourne morning and

reasonably accurate readings.

True to their word, Vic Roads arrived at 11.00am. Derek and Elaine also inspected the wicket and decided that the South Yarra end had the least bias and would suit the job well.

This was my first look at their rather infamous scales – the bane of many a truckie!

thought, 'what a day for a Concours' but as it sometimes does in Melbourne, the day got better with time.

We arrived at Como North Oval around 9.30am and like cricketers inspected the wicket, after checking with the organizing committee it was agreed that the Weigh-In could take place on the cricket pitch, which was the only concreted area available for

We unloaded them and set them up on the pitch and asked all Traction owners to line up for their turn on the scales.

In the first hour we checked 13 Traction and 1 CX. The CX owner was very inquisitive and the dial showed a 50kg difference from side to side on both front and rear axles. The Traction, which were 'out' by 50kgs, displayed 'light' readings diagonally opposed. Interestingly, the

# What a Weigh In

*Eager Tractionists lined-up to participate in the CCOCA-Vic Roads weight-in. With axle weight differences of up to 100kg, not all those being weighed were overjoyed with the results. Picture: Rob Little.*



CX showed its 'light' readings to both be on the right hand side.

The optimum reading seemed to be 300kgs for each front wheel and 250kgs for both rear wheels. Out of the vehicles tested four were found to have this reading. One owner was so pleased to find his reading to be correct that he determined to take his weigh-in sheet home to frame it.

One other was very close with only a minor adjustment needed on the rear axle, one other was within 25kgs on both axles, [the factory tolerance is 30kgs], five others were found to be up to 50kgs out and 2 were found to be 100kgs different.

An example of readings for a car with a 100kg difference is: LHF 250kg, RHF 350kg, LHR 300kg, RHR 200kg.

An example of a car with 50kg difference is: LHF 300kg, RHF 250kg, LHR 225kg, RHR 250kg.

All owners were given a copy of their weights on a specially prepared form and the records kept by the Club were only to provide general information for this article as I did not keep any names attached to weight readings as I felt that our privacy statement could be compromised.

If you have a Traction that is sitting unevenly, that is leaning or the ride heights are poorly set, then the car may want to corner better one way than the other or it may just be a dog

to drive. First of all reset the ride height, then check the weight distribution by either the manner Ian McDermott described in an earlier issue or borrow Bernie's balance beam to check it with, as this has a great impact on your vehicle's handling.

The Vic Roads crew were then treated to lunch and left to continue their days work around 1.30pm after being thanked for their efforts and co-operation.

### CASE STUDY

With permission from Bernie Hadaway I am publishing the results of weighing his car, after his article in

*The Dial of Destiny! CCOCA thank both Derek and Elaine for conducting the Concours Weigh-In. Picture: Rob Little.*



Front Drive 'Are You Sitting Comfortably' [Winter 04, Vol 28, No

3.] he noted that the balance beam

weight imbalance, i.e. the car will be leaning towards the heavy side. Remember after adjustment a short run may be necessary to allow the car to settle down again.

If this does not rectify the problem further adjustment is required, the

manual states that

weight distribution takes precedence over ride height, that is unless the ride height becomes ridiculous then a twisted hull may be the cause.

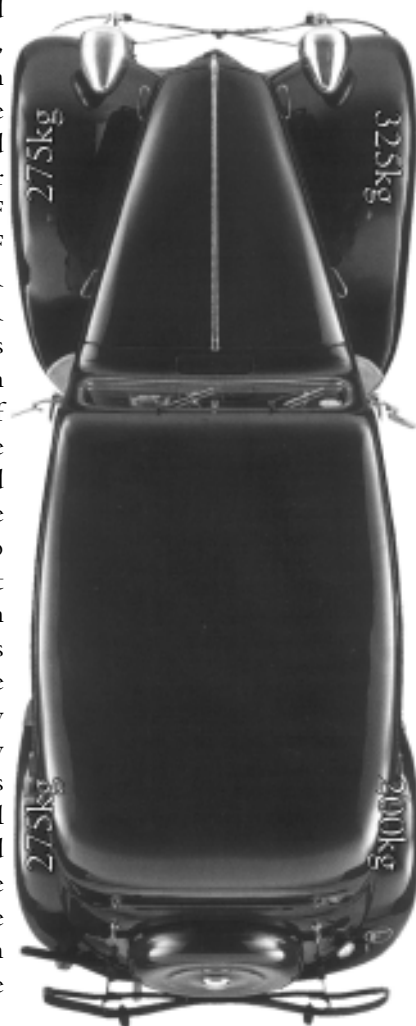
However as Bernie's car deflected the beam 10mm and was 50kg out, one could assume if the deflection was only 6mm almost certainly you would conclude that the car would be within the 30kg tolerance stated in the manual and not require further adjustment.

Rob Little 

## What a Weigh In

was deflected 10mm, indicating an imbalance. The weights recorded for Bernie's car were: LHF 275kg, RHF 325kg, LHR 275kg and RHR 200kg. This indicates an imbalance of 50kg across the front axle and 75kg across the rear. If you are to adjust and correct such a problem the ride heights should firstly be accurately checked and any discrepancies rectified. You will probably find that the difference in ride height will be in line with the

*The weights recorded on Bernie Hadaway's car, showing the typical Traction feature of the 'light' weights being diagonally opposite.*



My love affair with the Citroën marque, and in particular the Traction, has its roots back in the early 1950s. I have this vivid picture [I must have been no more than six or seven years old]; for I can to this day still see in my mind's eye, outside of myself, a black Traction. It is stopped, or parked, outside the Passenger Ferry Terminal in Quay St, Auckland. It was a gleaming and shiny black Traction with seemingly lots of bright chrome work plus this wooden dash with a gear stick poking out of it. That was an incredible sight – I was so used to my father's rather agricultural 1936 Morris 12 with all its ultra-conservative things about it, that a gear stick placed in the dashboard was enough of a shock to forever fix that as an enduring image.

I did not know it then, but this scene stayed a permanently etched and long-lasting memory.

Between then and the early 1990s, I pursued my interest in all things

## MEMBER'S MODEL

Citroën through reading. I pursued a great deal about the marque, digesting copious articles on the Traction, 2CV, ID/DS, XM, CX and the more modern as well as the pre-Traction models.

It was not until I got involved in a 'game' that my interest in the marque came to the fore. The 'game' was



*The Traction is not Max's only love. The Lancia Aurelia regularly appeared in his 'six most wanted'.*

played between like-minded automobile nutcases, where you were challenged to name six cars that you would love to own because you had, like magic, found in your possession

becoming a Ferrari and Citroën owner, Roz and I owned several Lancias – but the Aurelia combined style and that V6], an Alfa Romeo Guiliotta Sprint [I once owned, albeit briefly, a 2600 Spyder] and a Citroën Traction.

## MEMBER'S MODEL

a six-car garage. Why six? I do not know. The collection ranged from the simply sublime to the quite fanciful. I based my six on engineering and design excellence – a strictly personal criteria.

Of the six I picked a Ferrari 288GTO [akin to our 308GTB but one which it was said tongue in cheek has 'gone to the gym and pumped iron'], a Fiat 500 Nuova Bambino [I just adore its shape], a 1940s Volkswagen Beetle [my mother owned a 1954 model], a Lancia Aurelia GT Series IV [before

My intention was [and still is] to own as many of these as my purse and Roz's patience will allow. An impossibility? Maybe, but to date I have sort of tow out of the six and one of them is our Traction Roaster.

The Roadster is what I call the three-day-car. I heard about it on a Sunday, looked at it on the Monday and purchased it on the Tuesday. As far as owning a Citroën is concerned, any old Traction salon would not do – Roz's choice was a Roadster. Having

*Consistent with the Citroën tradition, two toy convertible Traction were presented to King George VI and Queen Elizabeth for Princesses Elizabeth and Margaret, when they visited France in 1938. Photo: archives@allian.fr*





viewed and sat in numerous different four-door types, she exclaimed on viewing a part-restorer Roadster, 'That's it!'

Well, that was it folks. My hand moved to the chequebook faster than greased lightening – Roz was aghast that I had moved so quickly on the deal. It was all a rush and I wanted to make it a surprise.

Lesson I: Never, ever surprise your beloved. It takes ages to restore equilibrium.

I was told the car had been imported from Vietnam and that it was a 1938 model. That part may or may not be true [the chassis plate indicates a 1952 car!], but what did I care? It was a

Roadster. I took possession soon after.

The engine turned over, but as there was a suspect brake situation – a leaky master cylinder, there was insufficient retardation to drive it home. No matter, a tilt tray did the job.

No brakes! What was I thinking of? I was not thinking at all; I was in love! Oh boy! The honeymoon did not last long as I started to probe into the mysteries of a new toy.

My garage cum workshop [a converted dairy] has a hoist that is necessary when working on a car. Once up, the exploration began. I was mightily impressed with the layout of the mechanicals and any visitor

---

*Max's Traction today sits in his workshop, waiting patiently for the time when it can fulfil his dreams of driving into the sunset with Roz.*



who is silly enough to be drawn into viewing of same will get from me a running commentary on how wonderfully advanced this 1930s designed car is.

allow slow manoeuvring.

The list of incongruities, inconsistencies, inadequacies [call it what you may] about the car grew. I would look at one thing, remove it

and replace, or repair, it only to find that

something else needed attention. I was pulling the car apart faster than I was putting it back together.

Lesson 2: Do not do it!

At this stage, you must be wondering, dear reader, whether this whole matter was worth it. I could not be put off. What nearly put me off however was entrusting the repair of the braking system to a mechanic. After forking out treble the original estimate I had a car with brakes – which leaked. Not only did it leak, it leaked over Roz's Renault Laguna. Oh dear, oh dear –

## MEMBER'S MODEL

Monocoque body, front wheel drive, wheels at each corner, independent front suspension, huge hydraulic brake, torsion bar suspension... and this was in the days when my father purchased his beloved Morris 12. Absolutely no comparison.

We took the car to the 1999 Concours, again on a trailer as I had not, at that stage, come to grips with the lack of brakes. Well, actually it was more of a lack of brake fluid. The system leaked like a sieve. No matter, there was just enough retardation to

*This photo was taken at the Saigon Citroën importer, M. Bani-er, in 1934. The Traction Cabriolet sits on silk and is painted gold. Photo: Fabien Sabates*



what was I going to say? Incredibly, after cleaning the hydraulic fluid off the Renault's paintwork and leaving it to be discovered it seems to have cured itself – you cannot see where it happened.

Lesson 3: Say nothing. Good fortune may be smiling on you after all.

Since then I have replaced the radiator, water pump, shock absorbers [one of the originals had come adrift of its lower mount], rubber bump stops etc.

Once again I reminded myself and was reminded by others that after all, the car did come from Vietnam. It is marvellous, you know, when I bought the car it was 'oooh and aaah, how wonderful, how special'. But

after the brake bill it was 'well it is from Vietnam, you know'. How fickle the world can be.

Fickle, schmickle – I still have the car and I still love it. In some ways, it is an Everest of a Challenge; previously it was a Kosciusko.

I am indebted to the 'Three Wise Men', who having heard of my travails, visited the workshop and upon thorough inspection of the mechanicals decided that I must replace the brazed copper brake lines and chuck away the rims. A fourth wise man joined the fray and concurred that I have a worthy car, more worthy made by just a little more time, effort and money to be employed. Thank you, gentlemen.

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*A rare right hand drive Cabriolet at the Citroën factory at Slough. Photo: Dominique Bellière.*



Lesson 4: Get a part-time job as a Citroën mechanic – it has to be easier.

Am I yet put off? Never.

yes, five new tyres are needed. At \$300 per cover, it is a minor expense.

On the positive side, well it is all positive really, I would like to thank Ted Cross, Les Vidler, Peter Boyle

and Rob Little.

I will not single out any one

person as especially helpful, that would be unfair, but having a well-run Spare Parts facility is a godsend.

I am directed by the editor to keep you informed of my progress with the Roadster, so hopefully my next Fleet Follies will see the car closer to that sunset dream.

Max Lewis



## MEMBER'S MODEL

The thought of putting this travail behind me as we drive graciously into the sunset, keeps the desire strong.

So, where are we today? The brakes are yet to be fixed; three more rims are urgently needed, the final rust removal is close to finished, the engine needs a battery to crank it over and a cure is needed as to why it will not start. Really, it is nothing. Oh

*CCCUK member, Tony Stokoe, bought this RHD 'Onze Berline Légère' in Argentina and restored it over a number of years. It featured in 'Thoroughbred & Classic Cars' in November 1995.*



The recent introduction of the C3 Pluriel revives the great Citroën tradition of open-air motoring. Although in 1924 the Citroën factory became famous for producing the first all-steel saloon cars to be made in Europe,

the very first Citroëns – the 1919 Type A Torpédo – were produced with open bodywork, as was quite normal for the time. Until recently, Citroën always offered convertibles in its catalogue, and most of these have been produced in model form.

Perhaps the first really charismatic Citroën was the famous Trèfle 5CV, produced from 1922 to 1925. This was a small, inexpensive but well-engineered car with a canvas roof whose relative sophistication and sound quality did much to drive the shoddily-built and unreliable post-war cyclecars from the roads. The French toy manufacturer, Norev, brought out an accurate model in plastic of this much-loved car in 1958. Norev's 5CV was the first of a range of models of older cars that was called the 'Moyen Âge' series. The series included other French classics such as the 1933 Citroën Rosalie, the 1936

Citroën Traction Avant IIA, and the 1928 Renault Torpédo as well as some lesser known cars such as the 1927 Panhard 35CV, and the 1949 Simca 8 I200. All these models were highly

detailed and made in plastic, and all are quite scarce to find today. Some of the Norev moulds, including that for the Citroën Trèfle, were reused by

## TOY A-TRACTIONS



*Top: Norev's model of the 5CV heralded the 'Moyen Âge' series.*

*Bottom: Norev's model of the elusive 22CV Cabriolet is a recent release. All images: Mark Ebery.*

the Eligor company in 1976, with the models produced in metal.

Of course, another charismatic Citroën was the Traction Avant, and a number of toy manufacturers have

started producing small-scale versions of his products during the 1920s, and these were marketed as Jouets André Citroën. John Reynolds in his book 'Eighty Years of Citroën in the United

Kingdom' has recounted how, just before he

## Toy A-TRACTIONS

made models of the various versions of what must surely be rated as one of the best-looking convertibles ever designed. A very good representation of the Traction Avant II L convertible was produced by Eligor in 1979, and this is still fairly readily available for collectors. Ever keen to find ways of promoting his products, Citroën

went bankrupt and was forced to sell his company, André Citroën had designed a miniature electrically-powered version of the Traction Avant convertible, retaining front-wheel-drive, and to be known as the Citroënnette. Production plans were shelved after the 1935 Michelin takeover, but the French government ordered two from a specialist



coachwork manufacturer, and these miniature cars were presented as gifts to Princess Elizabeth and Princess Margaret in London in 1938. For the really indomitable collector,  $\frac{1}{43}$  scale models of these two miniatures

have been produced by a French company called Dinam'o. Incidentally, Norev has recently brought out a model of another very special Traction Avant convertible – this time the 22CV, which was

*Opposite: Eligor produced this handsome Traction IIL Cabriolet in 1979. Left: Norev's DS 19 is now packed in this mirror-backed plastic box, which increases the model's on-display appeal. Below: JRD's rather heavy-looking DS convertible was the first scale model of Chapron's masterpiece to be produced. Photos: Mark Ebery.*



exhibited at the 1934 Paris Salon but never produced commercially.

For a convertible version of the sleek DS, Citroën turned to the coachbuilder Henri Chapron,

of the DS that features the twin grilles ['cendriers', or ash-trays, as they were called] that were incorporated for a few years on the tops of the front wings to assist

## Toy A-TRACTIONS

with engine cooling. The original JRD

although the *décapotable*, as it was called, was listed as a factory model from its introduction in 1960 until 1971 [a very small number were built after that date by Chapron to special order]. It was the small company, JRD, that produced the first model of the DS convertible, in 1961. In the unusual scale of 1/41, this model is rather 'heavy'-looking and the detailing is a little crude. It is one of the few models

model was not available for long, because the company soon ceased production. Some of its dies, however, have been reused since, and the JRD DS convertible reappeared for a short time from 1986. All JRD models, including the reissues, are difficult to find today. The Norev DS convertible, number 88 in the series, was first produced from 1965-1972 and was made in plastic. Using the same die, the model reappeared in metal

*Norev's new Pluriel model features demountable roof panels and side bars. Photo: Mark Ebery*





in 1991. Both the plastic and metal versions are very accurately proportioned models. The metal version has been in and out of the Norev catalogue ever since, and is currently available. It comes in an attractive presentation box in clear plastic featuring a mirror at the back that reflects a view of the rear of the model car.

An equally attractive presentation box is used for Norev's model of the C3 Pluriel, which came out towards the end of last year. The model is fixed to a base that features

the word 'Pluriel', using the same script as is featured on the real car. As with the DS model, the box has a mirror that reflects the rear of the car. On three sides of the interior of the box, there is photograph of sea waves: redolent of Biarritz, perhaps, or St. Tropez?

As a 2CV owner, I am tempted to include models of the 'Deuche' [and the Dyane] in this survey of miniatures of Citroën convertibles – but I will leave these two cars for future articles.

Mark Ebery

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*No commercial model of the Visa decouvrable was ever produced. This example was made by Phil Ward and in the possession of Leigh Miles.*

✧



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

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

# Cit-in 2005 **PERTH**

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

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

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

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

In addition to participating in

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

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

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

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

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



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

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

## 50 YEARS OF CITROËN D SERIES VEHICLES

Thursday 6 October 1955 saw the debut of the DSI9 at the Paris Motor Show.

The theme of the 2005 Cit-In is a celebration of 50 Years of D Series vehicles.

The Grand Display not only promises to have some top quality vehicles on display, but also a large collection of vehicles, including restoration projects and every day vehicles.

All D Series owners are urged to display their D Series vehicles.

Pre and Post Cit-In tours are being organised by local club members, to help you make the most of your time in WA.

## PRE-CIT-IN SOUTHERN SOJOURN

Rather than travel by the Great Eastern Highway, from Norseman, this tag along tour will depart from Norseman on Saturday 19 March 2005 and travel south to Esperance on Saturday, then west to Albany on Sunday. There will be a day in Albany to observe the local attractions on Monday. Tuesday encompasses the sojourn through to Pemberton via a tree top walk. The destination on Wednesday is the renowned Margaret River. The Sojourn concludes on Thursday 24 March at the CIT-IN venue in Perth.

## POST-CIT-IN MIDWEST MEANDER

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



A visit to this year's Sydney Motor Show was a bit like the plot of the movie 'Super Size Me': all about epic proportions. Almost all the offerings were bigger

the Lancia Fulvia, say, and the Citroën GS, the Alfasud and the Renault 5: all design greats, and all destined to last in production for many years, unlike – one suspects – the majority of today's offerings.

For sheer swaggering presence, the new Rolls-

and more lavish than were their predecessors. Forget all the hype about caring for the environment and resource conservation: new cars are mostly larger and heavier, and in many cases are going back to using lashings of chrome, and lots of leather and polished wood.

There were certainly many new cars on display: the first limousine from Volkswagen, the Phaeton; the new BMW 1-series; the Maybach; the Mini convertible; the Smart ForFour; and so on. So, no shortage of new designs to admire. But to this humble correspondent, at least, one could not help but ask: where are the simple clear-cut designs of a generation ago?:

Royce VI2 Phantom took the prize: a great square-rigged bluff-sided thing that announces to all other road-users: get out of my way, or else. This was hardly in the Silver Ghost mould, more a type of Silver Shrek. Then there were the Four-wheel-drives: everyone knows that most will just be used to ferry the kids to school. But the vehicles are getting bigger and glitzier by the day. The names they come with get more exotic, too: how about the Ssangyong Rexton or the Audi Pike's Peak?

The latter was Audi's concept car, yet another luxury SUV [How much do I hate that expression? It is as if calling it an SUV stops you being reminded that at the end of the day it is a petrol

## Super Size Me! The Sydney Motor Show

*Mark Ebery regrets that no manufacturer has the ability or desire to create the clear-cut designs of a generation ago... an era typified by the Citroën GS and the Alfa Sud.*



guzzling, unsafe to other road-using, truck. Calling one these an SUV is the motoring equivalent of redefining the death of non-combatants in war as 'collateral damage'. Ed.] that is likely to make it into production in the near future. Many other manufacturers had glossy concept cars to lure the crowds, some with distinctly weird styling: the Honda Kiwami [where do they get those names from?] 4-door saloon looked as though it had been flattened on an ironing board. I have to say that two concept cars did take my fancy: the Mazda Ibuki sports car [it is very simple, clean-cut lines point the way to the replacement for the MX-5]; and the Alfa Romeo 8C Competizione [its lines harking back to the Alfa specials of the early 1960s]. Apparently, 60% of all car sales today are to women, and to cash in, Volvo was advertising its YYC concept car as having been designed by an all-female team; quite what this meant in practical terms was not all that clear.

If the Show had lots of concept cars,

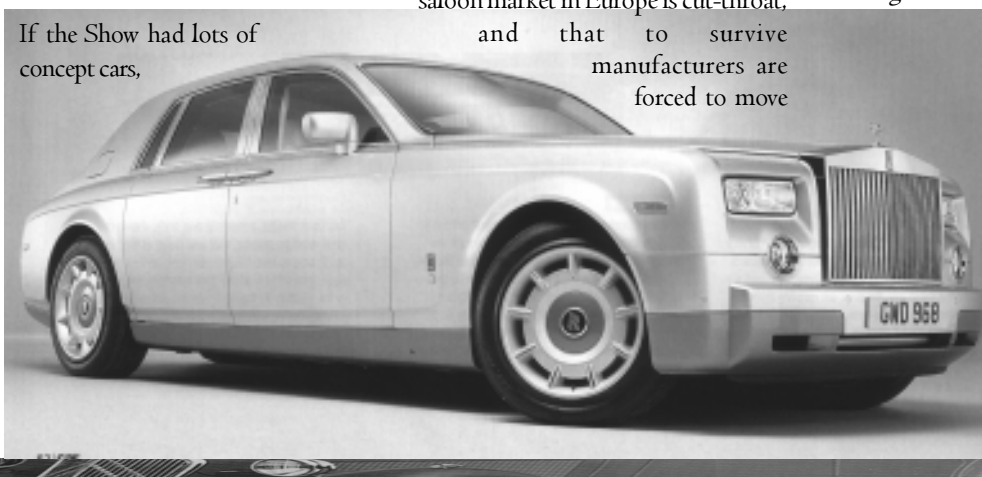
equally it was sprinkled liberally with so-called supercars – at mind-boggling prices: the \$1.25 million Swedish Koenigsegg [with a claimed top speed of 395kph, and billed as the world's fastest car]; the \$1.8 million Maserati MC12 sports-racing model; the \$1.4 million Zonda Pagani. At around \$200,000, VW's Phaeton seems a real snip [remember, 'Volkswagen' means People's Car].

It was nice to see a strong French presence at the Show. Citroën had the C2, C3, Pluriel, and C5 [unfortunately, not the revised version] on their display. The Renault stand highlighted the new Mégane with its highly distinctive chopped-off rear, as well as the Mégane cabriolet, whilst Peugeot displayed its rival cabriolet, the sleek 307CC, and the latest 407 saloon and wagon. I have to say that the styling of the 407 [apparently done in-house] leaves me with a few question marks. Yes, I understand that the mainstream saloon market in Europe is cut-throat,

and that to survive manufacturers are forced to move

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*The Rolls Royce Silver Shrek – a great square-rigged, bluff-sided thing!*



up-market. But to me, the 407 looks a step or two too far: it has a huge open-mouthed front-grille, and its sports car-like styling is a long, long way from the classic Peugeot look penned for

extremely battered one of these myself!]

The most significant car of the show? Well, for me it was the rather modest-looking Volkswagen Polo Classic, tucked away on the large and opulent VW stand. You see, this four-door Polo was produced at one of VW's factories in China. And this car is surely a harbinger of things to come. At the rate the Chinese car industry is expanding, it will not be long before its products are being exported in quantity, and as happened when the Japanese and South Koreans first started their export drives, Australia is likely to one of the first markets to be targeted.

The car I would have liked to have driven away in? Well, I admit I am biased! — no contest: Citroën's new Pluriel, of course! It is small, looks fun, and shows there is a real design renaissance going on at Citroën these days.

Mark Ebery  
✂

## Super Size Me! The Sydney Motor Show

years by Pininfarina.

Some of the most desirable cars on display were not on any of the manufacturers' stands: they were on show prior to being auctioned by Shannon's. The lots that caught my eye included a lovely little vintage British sports car, a 1933 MG J2 Midget; a Porsche 911T coupe dating from 1968 but still looking a great design; and a tiny Austin child's pedal car, with styling based on the Hereford.

[I can remember  
having  
a n

*The latest 'People's Car', the \$200,000 VW Phaeton. How does this sit against the Chinese-built Polo Classic?*



Some members of CCOCA may be aware that in October I took a little time off from my relatively new job with Berri Ltd [the fruit juice people] and journeyed to Europe. While my main destination was France I also managed to spend a couple of days in the UK, catching up with friends, collecting some spare parts [mainly although not exclusively for the GSA]. In France I spent a week participating in the Rainbow Tour – a week long motoring event based around Strasbourg and Mulhouse. This small [no more than 50 participants] ‘rally’ is arranged every second year. The first, in 2002, was centred on Chartres and

LeMans and in 2006 the destination is the Loire Valley.

One of the highlights of the trip was a visit to the PSA factory at Socheaux,

## Rainbow Tour France, 2004

where they build the Peugeot 307. I presume that given the common base between the 307 and the new C4 that the latter will also be built at this site.

The other highlight was another visit to the French National Motor Museum, in Mulhouse. This was my second visit to this Mecca for the motoring enthusiast in 12 months



and on each occasion there has been a special exhibition that had direct links to Citroën.

On last year's visit there was an amazing display of memorabilia,

I was rather surprised on my first visit at the paucity of Citroëns – or perhaps more correctly at the paucity of Citroëns on display. Maybe as a result of the general Citroën exhibition they had dusted off a few additional cars and wheeled them out for the unwashed public to gaze lovingly upon them.

In addition to 'usual' Citroëns one might expect to see [a trio of Tractions, a DS and a CX] there were three rally cars from the 1970s. First there was the DS Tap – based on the DS 21, it was shortened by 60cm and ran in the 1972 TAP Rally of Portugal. The engine was 2.5litres and produced 190CV. The I097 SM Bandama also competed in the 1972 TAP Rally of Portugal, where it came third. In 1973 it was wheeled out again to run in the Bandama Rally [Ivory Coast Marathon] and finished sixth. Of the

## Rainbow Tour France, 2004

books, equipment and Citroëns from the Croisière Jaune and this year a more general exhibition entitled Géniales... Citroën. The present exhibition runs through until January 2005 – so if you are heading in that direction it would certainly be worth a detour.

While the Schlumpf [the name of the collection that forms the core of the museum] is renowned for its array of Bugatti and other extravagant marques

*The Dutch-registered Citroën 15/6 leaving Belvoir Castle. This was the only wet day on the week – amazingly fortunate considering it was October!*





73 that started only eight finished [does that mean the SM came sixth or third last?] the gruelling 4,000km. Finally the CX that came home in second place in the 1977 Senegal Rally. Thirty cars lined up at the start and 3,000km later only seven crossed the finishing line. Of the seven, five were CX 2400 – incredible in anyone's reckoning.

The Géniales... Citroën exhibition features cars from throughout Citroën's history. While I will leave the pictures to tell the tale, I must note that one of the three original pre-war 2CV prototypes was on display. This was accompanied by film footage of the cars being lifted from the barn where they had lain since being placed in hiding in 1940.

The collection is mind-blowingly huge! Well, perhaps not as large as the universe, as defined in the

'Hitchhikers Guide to the Galaxy', but it is pretty big. There is too much to absorb on a single visit and I was certainly appreciative of the opportunity to return.

Today when I think of the French motoring industry, many names come to mind. Some, like Renault, Peugeot and Citroën remain with us. Others including Panhard, Lorraine, Simca, Talbot, Delage, Delahaye, Hotchkiss and Ford of France can be retrieved from the memory. But on a wall at the museum are listed the 138 marques that have existed in France's motoring history. Impressive.

The Tour also crossed the border into Switzerland to visit the small motor museum at Moreux. While there is little there for the blinkered Citroën enthusiast [a Traction Cabriolet, that may or may not be real] it does house the sole remaining 1930s Peugeot

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*The Event organiser, Dominique LeHerre is the owner of the American specification Peugeot 604, while the black Peugeot 403 belongs to a Dutch diplomat, who is based in Strasbourg.*



with the electrically powered folding steel roof. Those with a good memory may remember that when Peugeot first launched the cabrio-coupé 206 [?] Mercedes accused

quite early Prestige, with lovely compliant suspension I did prefer it to the Series II Prestige Turbo that had been driven from Denmark. For all its leather and glitz, I found the later car's firmer suspension less in keeping with the car's limousine style.

The third Citroën was a French 15/6 from Holland. This is a regular attendee at these European events and always draws the attention of other road users and pedestrians.

As I say, this was not an exclusively Citroën affair and as I was not a driver, I managed to travel in a range of vehicles over the week. This type of behaviour is referred to by other attendees as 'car slutting', and to be honest when one attends a European Rally from Australia, one becomes a master of the art form. My travelling list included Rolls Royce Silver Dawn, 1964 Bentley Flying Spur, 1954 Bentley Continental, E-Type Jaguar, a most delightful Renault Dauphine, Peugeot 504 and an American delivery Peugeot 604.

I know that the main French marques made a number of forays into the US market – Citroën tried with the DS [and considered going back with the XM], Renault went so far as to take a controlling interest in American Motors [now part of Daimler Chrysler] and Peugeot exported the 505 'Stateside', and obviously the 604. It would have to be a

## Rainbow Tour France, 2004

them of stealing the idea from them. The story goes that Peugeot searched high and low to recover an example of their 1930s example in order to prove Mercedes Benz wrong. This car is on display here, and the lowering and raising of the roof was demonstrated for us. One cannot be anything but impressed and as an aside one wonders how far we have really progressed in automotive design. Is there nothing new? [I will be taking this point up in an article in the next 'Front Drive' which features the GS.]

While this was not an exclusively Citroën event there were three fine examples of the marque there. I had travelled from the UK in a late 1970s CX Prestige. This car has benefited from some restoration of the exterior, although the interior would similarly benefit from work. This must be the only 'poverty pack' Prestige I have seen. No vinyl, no leather interior... the only option that would appear to have been fitted is air conditioning. However, as a



Three famous Citroën Rally vehicles.

Top: DS Tap – based on the DS 21, but shortened by 60cm it ran in the 1972 TAP Rally of Portugal.

Centre: The 1970 SM Banda also competed in the 1972 TAP Rally of Portugal, where it came third. In 1973 it ran in the Ivory Coast Marathon and finished sixth.

Bottom: The CX that came second in the 1977 Senegal Rally. Of the seven, five were CX 2400.

manufacturer with limited understanding of the market, however, who exported a 2.7litre diesel version of a car to the US rather than the more conventional 3litre

Sorry, I digress.

The point of this article was to point out that while in Europe I also bought eight new books for the CCOCA Library. While most of them are in French, they all feature great pictures – many of which I have never seen before. I will at this point merely list them; in the next 'Front Drive' I will tell you more about these books, all of which will be available for borrowing at the next Club Meeting.

- Citroën Traction
- Citroën Coupés and Cabriolets
- Citroën 2CV
- Citroën SM
- La Croisière Jaune
- Citroën en compétition
- Citroën – Daring to be Different
- Dates – From 1919 to the Present Day.

Leigh F Miles  
Editor



## Rainbow Tour France, 2004

petrol! Needless to say Peugeot America, in common with ARONA has disappeared without trace.

ARONA? Austin Rover of North America – a subsidiary of Austin Rover established to handle Rover 800/Sterling sales in that market. These were the cars with heat reactive upholstery. The black leather seats turned to green when exposed to the sun. The trouble was that unlike heat reactive T-shirts, where the colour change is reversible, in the case of Rover Sterling seats, the colour change was uni-directional.

*A road of fantastic curves in a French forest. The Alfa Romeo Guila is making a bid to overtake the Daimler SP250, while the Fiat 2600 waits in the wings for a chance to take the lead.*



**M**elbourne-based members This edition of 'Front Drive' features 'Fleet Follies' contributions from Rob Little, Ted Cross and yours truly, Leigh Miles.

### ROB LITTLE – SPARE PARTS OFFICER

I have been going through one of those lulls lately, where you seem to be working harder and achieving less.

Consequently the fleet has been suffering from lack of

attention. I was quite looking forward to driving my Traction to the Concours and having it's weight distribution checked but drove my brother-in-law's D Special instead as he has decided to sell off his cars and a Concours is always a good place to advertise a car.

It is always enjoyable to take a D on a long run regardless of the model as nothing is as relaxing and as comfortable as a D.

My aim is still to have the ID ready for the run in September and also to get on top of a few other problems that are hanging around.

Good to see the French connection out here re-enacting Westwood's trip in the 5CVs, I had an excited phone call from my French mate in Chiltern, Lucien Chabaud telling me how he had met up with them in Albury. It turns out that one of the party lives

about 40kilometres from his family home in Provence and they had dinner together when he was in France last year and the trip was still in the planning stage.

They were certainly on a tight schedule as they only managed one night in Melbourne. [A report on that evening will appear in the next edition of 'Front Drive'. Ed.]

## FLEET FOLLIES

It is a good sign that the buying bug has been defeated when I saw an ad for a DS2I Hydraulique for sale and did not even enquire about it. I really do have a soft spot for the hydraulic versions; Bob King has just completed his and it really is beautiful, finished in a very attractive deep red and is a real show stopper. Another car advertised is a 1962 ID, you wonder where these cars keep coming from but I still cannot resist buying the Saturday 'Age'. A car that caught my eye recently was Tony Osborne's Delage. I have already confessed a liking for these beautiful cars but at \$195,000 I thought the shock may be a bit much for even my long suffering wife, and that is not the car with the aero engine in it!

Alas back to the shed and continue on the fleet, I hope next time I can write about some completions instead of dreams.

♫

## TED CROSS — ACTIVITIES DIRECTOR

A lot has happened since I last wrote for this report — an overseas Citroën event [13th ICCCR] and a quick drive

model means that it is well worth the effort for the next lucky owner.

The DS 21 Manual Pallas, which took me absolutely ages to acquire is potentially the most valuable of my cars up for sale.

The slopy dash, leather

interior, single headlight front combined with DS green fluid suspension, five stud wheels and power steering make it a desirable choice for any discerning Citroën enthusiast.

Be warned however although this is a sound car it will need a full make-over.

The D Special is a personal favourite but also has to go. It has a very sound hull having come from the western district of Victoria and is an original

through Austria, Germany and home via Dubai.

My plans to sell several of my fleet are now in place and the rationalization has occurred willingly as I realise that I am unlikely to ever restore one more car let alone three or four more.

So I am now advertising my 1962 ID I9, which is a sound car that could be used as is or better still fully restored. Being a rare Australian assembled

## FLEET FOLLIES

The CX  
masked...



British racing green colour, which looks very easy on the eye from my point of view.

I have been busy replacing the head lights/covers and have not finished yet.

Anybody willing to offer some advice/assistance will be most welcome.

We recently had the 2CV out for the Concours, together with the Big 6 Traction.

These two cars hardly ever need any work on them and not surprisingly, these will be the two Citroën cars we keep for now. In the New Year the Dolly will go off to David Gries [who is once again a paid up member of CCOCA – welcome back David] for a 123 ignition system to be installed

and a few other improvements. I have been alerted to the problem that although the tyres on the Dolly look as good as new with tread depth they are beginning to perish due to age so next year will see some money being repatriated to the Michelin people.

For the Big 6 a full new exhaust system is the only upcoming expense that I can think is required in 2005. I managed to put a small dent in the left hand front guard and this has encouraged me to remove the guards again and possibly change their colour whilst I am on the job.

Give me a ring if you want to know more about the cars I am selling. ✂

### LEIGH MILES – EDITOR

The GSA continues as my daily driver

*Continued on page 41*



*The CX in primer...*

Where to start? I know Lucas parts, I recently received my first order of Lucas parts, I can now confidently order new Lucas electrical parts

to be centralised, when you centralise the 3AG fuse the clips have substantially less than 100% contact and can create a poor connection and cause voltage drop in the system.

## SPARE NEWS

Every owner should therefore be aware of the difference in

including all ignition, generator, voltage regulators, switches and fuses. First, I would like to talk about fuses; if you have a French Traction disregard what comes next as I am only referring to Slough built cars.

The Lucas system in a Slough built Traction incorporates two fuses, these are mounted on the voltage regulator and there should be two spares clipped to the regulator cover. The correct fuses should be English K type with a continuous rating of 17amps and designed to blow at 35amps, these fuses should be 1 1/8" long, not to be confused with the American 3AG fuse which is 1 1/4" long. Most of us have the latter type fitted because the former is impossible to find. Up until now!

The club now has stocks of the English K fuse. If you compare the two types of fuse in the clips on the voltage regulator you will find that the correct fuse fits in the clips perfectly while the 3AG fuse needs to be centralised between the clips. Why use the English fuse? This fuse has 100% contact in the clips and does not need

these small but important items and their car should be fitted with a full complement of four English K fuses. Their price is 90¢ each.

The other interesting electrical item from Lucas is trafficator lenses and globes' if you would like to have your trafficators in good working order, the parts are also available for these or even a complete unit.

'D' series parts: the Club was contacted by Martin Bray from Adelaide who wanted to dispose of what was left of his stock for the 'D' series. After some negotiation we purchased his stock for \$1,250. I decided to pick them up in my Rodeo twin cab, as Martin said the stock would fit into a 6 x 4 trailer, after 2.5 hours loading the ute, the rest had to stay, we are trying to have the few parts left stored until they can be picked up later. The parts brought home included two 4-speed transmissions, one reconditioned cylinder head, one computer for an early DS21, two sets of front and rear suspension arms, three steering racks, new brake pads, shoes, etc and countless new and



second hand parts that will surely be beneficial to members. I hope to be able to supply a reasonably complete list of 'D' parts in stock in a future issue of the magazine but in the meantime, if you are looking for some parts give me a call and I can check what we have.

Parts for the 'D' series are about where Traction parts were when CCOCA was formed with less commercial suppliers interested in holding parts for the model as the turnover is too slow and while we do not see the need to build up stocks to the level we hold in Tractions we do not want to see good parts end up in the crusher.

Rob Little



*Continued  
from page 39*

## FLEET FOLLIES

and while the rust [remember it did spend 20years in the UK] is not too bad I am certain that it is growing. It lurks on the leading edge of the bonnet, on the front driver's side door and on the driver's side front wing. I shall continue to watch it and I suppose it will have to be attended to before next winter. Other than that it went in for a regular service [well a bit early as the thin brake pad warning light appeared on the about 1,000miles before the 80,000miles service was due.

Last time I wrote I talked about, and showed pictures of, the Visa Club being taken away to have a replacement engine fitted. The engine has been fitted and runs well. However the registration lapsed while I was overseas and gaining an Roadworthy Certificate has been fraught.

Well, everything is OK, except that the windscreen needs to be replaced.

With six Visas in the country, four of them in my garage, it was of little surprise that Citroën Australia was not interested in ordering three [well, if I am getting one, I may as well get one for each of the registered Visas]. WE will try again now that I have the part number – the idea is to simply order by the part number and hope they do not find out what it is until it arrives!

The CX continues to absorb money faster than it used to turn steel into iron oxide. However it looks as though it will be back in Melbourne in the second week of December. That of course is not the end of the story, however.

The steering on this car has not been a happy experience for some time and the four different CX 'experts' who saw it in the UK gave four different diagnoses and four different course of action to arrive at the remedy. ♫



## FOR SALE

### 1962

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

### 1972

### DS

### SPECIAL

Dry climate car with excellent sound hull. Body rust free but several dents and scratches. Stored last 18 years. One owner, low miles. Serial No. DS FC 00F844I. No reg or RWC \$2,000. Phone Ted Cross [03] 9819 2208. [28/6]

### 1967

### DS

### 21

### PALLAS

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

### ID

### WHY NOT MAKE AN OFFER AND BUY ALL THREE?

### 1953 LIGHT 15

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

### 1983 CX FAMILIALE

Reg: AOL2IY Very rare 8 seater. Fuel Injected 2400 Automatic. Registered until 6/05. Good mechanically and interior. Beautiful car to look at and drive. Price: \$8,250 Contact: Paul Dunne 04 1218 0662 [Sydney] [28/5]

### 1989 2CV STRAWBERRIES & CREAM

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



## FOR SALE

### 1974 D SPECIAL

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



### 1974 D SPECIAL

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



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

### 1974 GS 1220 SPECIAL

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

### 1974 D SPECIAL

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

## WANTED

### EARLY ID GEARBOX

Do you have a early ID gearbox sitting doing nothing? An overseas member is seeking one to bolt onto his I,911cc Traction. Contact Rob Little, in the first instance, [03] 5823 1397 [28/4]

### LIGHT 15 BRAKE DRUM

I front brake drum for LI5, contact Rob Little, [03] 5823 1397.

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





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

**SURFACE  
MAIL**

**POSTAGE  
PAID  
AUSTRALIA**

**FRONT DRIVE**

If UNDELIVERED, PLEASE RETURN TO **CCOCA INC., PO BOX 52, DEEPDENE DELIVERY CENTRE, VIC., 3103, AUSTRALIA**

**PRINT Post Approved PP341403/0013**