

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

WINTER '05 Vol 29 No 2

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

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The Club's website is:

www.citroenclassic.org.au

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

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

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:

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

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, June 17.

MEMBERSHIP

Annual Membership is \$40. For overseas membership add \$12.

MEETINGS

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

LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

COVER IMAGE

The cover image is taken from the 2005 Traction Avant Nederland calendar and was taken at Benodet, in Finistère.

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CITROËNING**CHPLATES**

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

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

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

FOR SPARE PARTS & TOOLS

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

CLUB SHOP

For Citroën models, memorabilia and other items contact Graham Barton on [03] 5987 0767 or clubshop@citroenclassic.org.au

OTHER CLUBS?

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

Welcome to 'Front Drive', vol 29, no 2. I hear you asking 'What happened to number 1? The last issue was 28, 9. Well, there was a mix-up in the num-

ED SED

bering and given we are publishing 8 issues per year... well the last edition should have been 29/1. These numbering errors have happened before and will probably happen again. So, sorry.

To compensate [?], in response to feedback from you, the members, the size of the lettering in most articles has now been increased – again. I hope this further improvement in the readability of 'Front Drive' is as well-received as most other changes have been over the last year.

This issue continues our review of Australian motoring reports leading up to and including the launch of the DS in Australia. It is now late 1955 and 'Wheels' and 'Cars' are both full of reports, however as yet no examples have arrived here.

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
COMMITTEE PROFILE	PAGE 12

CONTENTS

CCOCA & CIT IN '08	PAGE 16
REVOLUTIONARY DS	PAGE 17
MEMBER'S MODEL	PAGE 22
DS: FULL OF NEW IDEAS	PAGE 27
BOOK REVIEW	PAGE 31
TOY A-TRACTIONS	PAGE 33
CI LAUNCH	PAGE 37
MASERATI REPRISE	PAGE 39
FLEET FOLLIES	PAGE 42
DS RALLY UPDATE	PAGE 44
SPARE NEWS	PAGE 45
CLASSIFIED ADS	PAGE 46

Long-standing member, Roger Brundle, has contributed an article on his DS, which when the restoration is complete, he believes will be the oldest running Slough-built DS in the world.

Enjoy,
Leigh F Miles – Editor.



Hello everyone. As your club President for 2005/06, I would first like to thank Mark McKibbin for doing such a good job in the rôle over the past three years, leaving the CCOCA in a very strong position.

I hope that I can do as well for the club.

I would also like to thank Peter Boyle for doing such a good job chairing the AGM, and at a few minutes' notice; his long-standing history with the club was obvious. I was pleased to see that on the night his health appeared to be much improved, and we can only hope this continues.

Thanks also to everyone who has put up their hand to be on the committee; we have a good mix of experienced people, in new roles or continuing with previous positions, and new committee members, Clare Hadaway as Treasurer and Rod Ward as a committee member.

In fact the only vacant position is – once again! – that of Activities Officer. Hats off to Ted Cross for doing double-duty for years, and continuing to fill the gap long after he had made it clear he wanted a break. Until we fill the position there may not be the same quantity or variety of events that

we have been used to. [Your club needs you – would you organise one event?]

Talking of events, CCOCA, after apparently skipping a turn in the

PREZ SEZ

cycle, is scheduled to host the 2008 Cit-In. There are more details elsewhere in this edition.

A strong club exists because it fulfils the needs of its members; please let me know what you like about

the club, and how it club might be improved. I am especially interested in knowing how the club can meet the needs of interstate members. All suggestions welcome.

Andrea Fisher
President.



Please note: events with dark headings are CCOCA-arranged events.
Those with headings in white are selected items of interest that have been taken from the AOMC programme of events.

A-TRACTIONS

● MAY

MONTHLY MEETING: LANCE DIXON'S MOTOR SHOW

WHEN: Wednesday, May 25

TIME: 6.30pm

WHERE: Lance Dixon's

Citroën showroom,

Doncaster Rd., Doncaster

COST: Gold coin donation

BOOKING: Preferred

CONTACT: Leigh Miles,

[03] 9888 7506,

business.direct@bigpond.com

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



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



● JUNE

JUNE LONG WEEKEND IN RAWSON/WALHALLA

WHEN: Friday 10 ~ Monday 13

WHERE: Rawson, near Walhalla

COST: \$110 per adult, \$45 per child, plus accommodation

BOOKING: Essential by 17 May

CONTACT: Ted and Helen Cross

04 1935 6963, [03] 9819 2208

crossfam@ozemail.com.au

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

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

As in previous years we need to have

an early indication of numbers attending so that accommodation and meals can be arranged.

This year the Rally fee of \$110 will give you excellent value and comprises:

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

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

✂ Saturday lunch.

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

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

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

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

✂ Sunday Formal Meal [Drinks to your account at bar prices] at Rawson

Resort. Awards.

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

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

Please remember that Saturday and Sunday breakfasts are not included.

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

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

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

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

Book early.

The price is for 3 nights accommodation – we have been able

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



to keep costs down.

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

A-TRACTIONS

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

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

WEATHER — WHAT TO BRING?

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

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

YOUR ITINERARY FOR RAWSON JUNE LONG WEEKEND

FRIDAY NIGHT

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

SATURDAY

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

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

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

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

There are stacks of things to see and do here.

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

Back to Rawson and the open fires/lounge chairs.

SUNDAY

Communal breakfast in the Dining Room from 8.30am.

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

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

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

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

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

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

MONDAY

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

Early departures assumed, so

breakfast will start from 7.30am by arrangement if required.

Time to farewell your friends and depart for home.

ACCOMMODATION

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

RAWSON RESORT — MOTEL

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

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

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

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

RAWSON RESORT — BUNKROOMS

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

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

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



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

Rooms cost \$65.00 per person for 3 nights – if providing own linen save \$7 per person.

Contact details for Rawson Resort:
Telephone [03] 5165 3200

A-TRACTIONS

Fax [03] 5165 3377
Email enquiries@rawsonvillage.com
Webpage www.rawsonvillage.com

CARAVAN PARK

Contact Ted or Helen for more details.

LOOKING FORWARD TO
SEEING YOU THERE!

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

MONTHLY MEETING: GUEST SPEAKER

WHEN: Wednesday, June 22
TIME: 8.00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
COST: Free

BOOKING: Not required
CONTACT: Leigh Miles,
[03] 9888 7506,
business.direct@bigpond.com

Peter Sandow will discuss

[with illustrations]

the rural villages

he observed

on his cycle

tour of the

Danube &

Loire valleys,

and how the

forms of habitation from past

centuries can help us find alternatives

to our inefficient, unsustainable

suburban sprawl. Peter is a fascinating

speaker, and this will be a traveller's

tale from an architect's perspective. Put

it in your diary now!



● JULY

BASTILLE DAY WITH CCCV

WHEN: Wednesday, July 13
TIME:
WHERE:
COST: Free
BOOKING: Not required
CONTACT: Kay Belcourt

Join our friends at CCCV for an evening of celebration as remember the storming of the Bastille in 1789... or whenever it was! Fancy dress, french music... full details next issue of 'Front Drive'.

BASTILLE LUNCH AT DOOKIE

WHEN: Sunday, July 17
TIME: 12.00pm
WHERE: Dookie Agricultural
College

COST: \$22 per person, plus
refreshments to your account

BOOKING: Essential

CONTACT: Rob Little

[03] 5823 1397 [H]

spareparts@citrenclassic.org.au

This is the fifth year of this event and due to relocation to Dookie College we can now accept more people. If you are interested in attending ring Rob Little on [03] 5823 1397 for further details. This is an opportunity to visit Dookie campus, a division of the University of Melbourne and sample the re-emerging wines of the area.

Assistance with overnight accommodation can be provided if you decide to make a weekend of it. This is a three course luncheon, with entertainment provided by local enthusiasts, with lots of participation from the audience.

If you are interested in an early start, you can join Rob and Libby for a coffee and croissant at their place from 10am.

MONTHLY MEETING

WHEN: Wednesday, July 27

TIME: 8.00pm

WHERE: Canterbury Sports

Ground Pavilion, cnr Chatham

& Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506,

business.direct@bigpond.com

Watch the next edition of 'Front Drive' for full details of July's Meeting – but whatever you do, keep this night free as 'big things' are being planned!

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



50 Years

6 October 1955



RALLY

6 October 2005

**FULL DETAILS
OF THIS EVENT
ARE ON PAGE
44**

As our new President, Andrea Fisher has already noted there were a number of changes in the make-up of the CCOCA

committee, along with a picture, so for those of who have not met them, or who have only met them on occasional terms will have a better idea of who has been entrusted with the running of CCOCA for the coming year.

PRESIDENT – ANDREA FISHER

Leigh says I can say what I like, so here goes:

Although I myself do not own a Citroën, Ian has a beaut red 2CV; I'm normally the passenger but I drive it occasionally [on the Raid, and the trip to Perth]; and I am trying to learn a bit about the mechanicals & maintenance.

Committee for the 2005/06 year. Naturally, and pleasingly some members of the committee have stayed on in same roles as they filled last year – some level of consistency in a committee is important. Other members have taken on the challenge of new positions while others are totally new.

Whatever their 'history', we have decided to publish a short profile on each member of the

COMMITTEE PROFILE



Left to right: Andrea Fisher, President. Mark McKibbin [Secretary] with Peter Boyle who supervised the election at the AGM. Rob Little, our Spare Parts Officer and Leigh Miles, Publication Editor.

We are getting settled in our new house after our move last year; and we have started packing away the camping things from the Cit-In trip – we are still working on the efficiency-improvement process because the next Raid will be pretty challenging [Kalgoorlie to Broome].

A name change is on the cards for our poor old Pat The Cat, to either 'Tripod' or 'Bob', following a recent difference of opinion with a dog; but he is coping well and getting some of his old energy back.

My oldest son Douglas has just got engaged; my younger son Ross is finishing his Accounting studies this year – anyone need a keen graduate?

And, for a good night at the movies may I suggest Hitchhikers Guide to the Galaxy; if you are an aficionado I believe you will find it to be faithful to the spirit of the previous works; if you are not familiar with the books etc, see it anyway, it's a lot of fun!

SECRETARY – MARK MCKIBBIN

Job: Internet Service Provider

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

Cars: 5CV, IIBL, 2CV, ID19B, SM, 2CV6, Berlingo, C5. That means I have far too many cars,

this year will definitely be one of subtraction rather than addition and if I say it enough I may actually believe it. [Given that no subtraction occurred last

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

and now in semi retirement I keep my hand in running our own school buses. This allows me plenty of time to do other things that are important to my wife Libby and I such as minding grandchildren, taking well earned holidays and indulging in the cars of our choice.

My primary interest is in good quality older vehicles which drive well and are comfortable. Inevitably this lead me to

COMMITTEE PROFILE

year, why should this year be any different, Mark? Ed.]

TREASURER – CLARE HADAWAY

SPARE PARTS OFFICER – ROB LITTLE

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



Citroëns, but I also have a lust for Delage, Alvis and all types of cars that are a pleasure to drive. To me it is an appreciation of the design quality and engineering that make up a car rather than what someone else considers to be the 'right' car to drive and Citroëns have all these qualities.

PUBLICATION EDITOR – LEIGH MILES

With eight Citroëns in my fleet, it is clear where my interests lie. However, given the range of cars in the collection it must also be clear that I am not 'merely' a one-eyed Tractionist; although a 1954 Light 15 does grace my garage.

My interest in the marque really took flight in 1978 when my parents, then living in the UK, took delivery of a brand new

Dyane Weekend 6 – and it is still in my collection.

When not working on 'Front Drive' I pander to my interests in reading, travel, music and philately.

GENERAL COMMITTEE – IAN SPERLING

Compared with many others, I have been a CCOCA member for a relatively short time. It must be about five years. Recently Andrea and I have been fortunate enough to participate in many club events in our red 2CV. We have only just returned from Cit In 2005 in Perth. It's no surprise how many people you meet at events like these with similar interests, ideas and often very nice cars. Regardless of what Citroën you drive it's easy to arrive at an event surrounded by strangers and leave with a new group of friends.

While Perth is on the other side of the country, there are plenty of other great events much closer to home. Austraction in June is at Rawson. The 2006 Cit In is in Dubbo, which is less than a day's drive for most Club members. I hope to see you at a club event soon.

ROD WARD ANDREW MCDOUGALL



Left to right: Our new Treasurer, Clare Hadaway. Rod Ward is a new recruit to the Committee and joins Ian Sperling and Andrew McDougall [not pictured] on the General Committee.

NEWS FLASH: CCOCA TO HOST CIT-IN 2008

**PROPOSED VENUE:
BROKEN HILL**

CCOCA & CIT-IN '08

IDEAS AND VOLUNTEERS WELCOME

CCOCA has been scheduled to host the 2008 Cit-In. We would welcome input from club members on any aspect of the event, and especially

at this stage ideas about location would be extremely helpful.

The 2007 event will be hosted by CCCV, so to avoid disadvantaging the other states by having a second consecutive

Victorian event we have promised a more central location. Some other criteria for a location would be appropriate accommodation and meeting facilities, and a good variety of things to see and do in the local area.

At this stage we have identified Broken Hill as fitting these criteria. It has a wide range of things to do, including museums, art galleries [such as those of Jack Absalom and

Pro Hart], desert sculptures, School of the

Air, the Royal Flying Doctor Service, and of course various mine tours. And at nearby Silverton there is an interesting museum, and the hotel has been used by every Australian movie with an outback pub in it – and they have a gallery of photos to prove it! But this choice is not carved in stone – if you can think of a good alternative location, let us know!

Once we have considered any alternative suggestions and decided the location we can then start investigating all the local venue options – good places get booked early, so we will want to act fairly soon. In the meantime, other early tasks will include deciding budgets and the criteria for an appropriate venue.

And of course we need people to assist, so let me know if you can give a hand!

Andrea Fisher



wheels

AUSTRALIA'S MOTOR MAGAZINE

DECEMBER, 1955. PRICE, 2/6.

**ALL ABOUT
1956 CARS**

Published by C.C.O. Pty. Ltd., 100
Collingwood Street, Melbourne, Vic.



NEW FORD
CONTINENTAL



NEW
CITROËN
DS 19



NEW STANDARD
VANGUARD

Citroën, who staggered the world with their Light Fifteen in 1934, and in 1949 with their 2CV, have done it again – with their amazing DSI9.

REVOLUTIONARY DS

Citroën have released the most revolutionary car design of the post-war era. It is more dreamlike than the dream cars of Detroit, but it is a true production model. Cars are already rolling off the lines into buyers' hands.

Released at the Paris Show last month, it made every other exhibit seem uninteresting.

It is a two-litre saloon weighing

22cwt [1,120kg] and seating six people.

There all resemblance to other cars vanishes.

It has a smoothly streamlined steel body with

a fibre-glass top. If he wishes, the customer may have this in translucent form.

Suspension is by the Citroën hydro-pneumatic system all around. There is no brake pedal; the driver merely touches a button like a dipper switch with his foot and hydraulic pumps do the rest. There is no clutch pedal; whenever the driver changes gear the hydraulic power

operates the clutch for him.

Nor does the driver steer. Turning the wheel merely operates other hydraulic pipelines which steer the car. It is not merely a power-assist mechanism, because the driver exerts no effort on the road wheels at all.

Despite all this, the price in France is under £1,000 Sterling.

In Australia the price is expected to be about £1,700.

The specification of the car was a closely-guarded secret. Despite intensive efforts by the French newspapers and periodicals, no details leaked out during the five years the car has been under

development

The interior has accommodation for five or six people, and the seats fold down to form a bed.

The driver sits in front of a normal steering wheel – except that it has only one spoke. The steering column gearshift for the four-speed gearbox has an additional position which operates the engine starter.

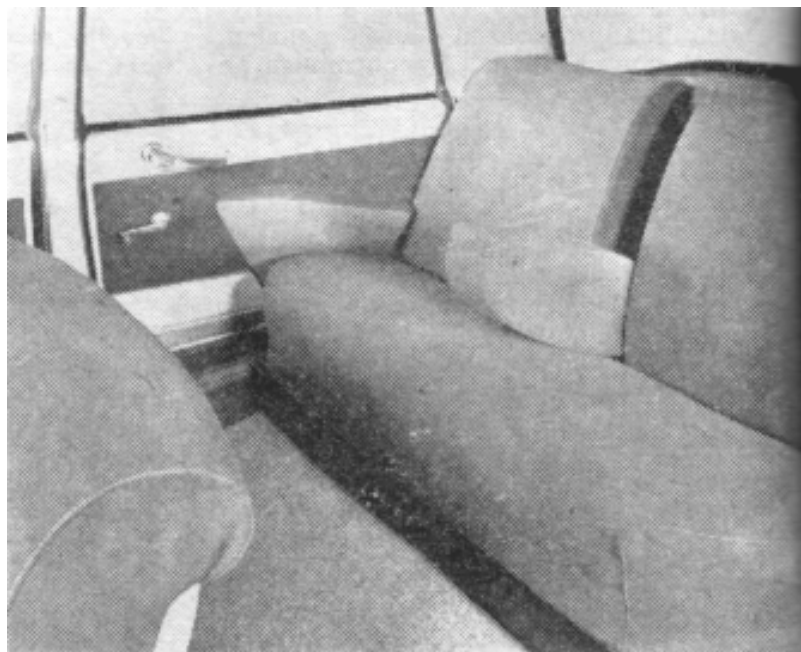
A heating and misting system is standard equipment

The hydro-pneumatic suspension, as employed on the present Citroën Big Six, uses a single sphere for each wheel, filled with hydraulic fluid and gas to suspend the car. There are no springs at all.

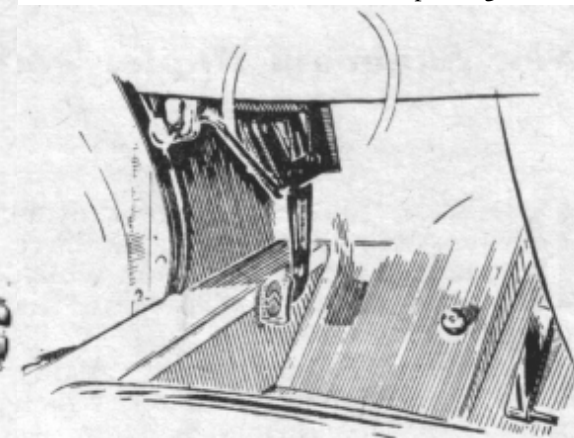
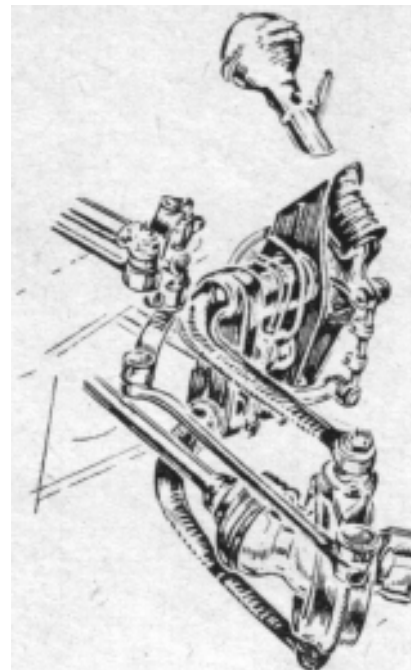
Disc brakes have been fitted at the front, the first time this method has been used off the race track. They are the 'inboard' type, fixed to the chassis of the car and not the wheels.

Left: Inboard disc brakes make their appearance on a mass-production car. There is no shock absorber, as the damping of the suspension is performed by the suspension sphere which contains hydraulic fluid and compressed gas.

Below: There is no clutch or brake pedal. Gadget like a dipper switch is the hydraulic brake control. Pedal at left is parking brake.



The interior is spacious and the seat folds down to form a bed.



Normal drum brakes are used at the rear.

The pump, which supplies fluid pressure to the hydro-pneumatic suspension, also powers the brakes.

REVOLUTIONARY DS

No longer does the driver exert the braking force. He merely presses lightly on a dipper-switch-like button on the floor.

This opens valves in the braking system, and the hydraulic power applies the brakes. Should either front or rear brakes fail stopping power is retained on the other wheels.

The gearbox too, is hydraulically operated. The lever under the steering wheel merely opens the

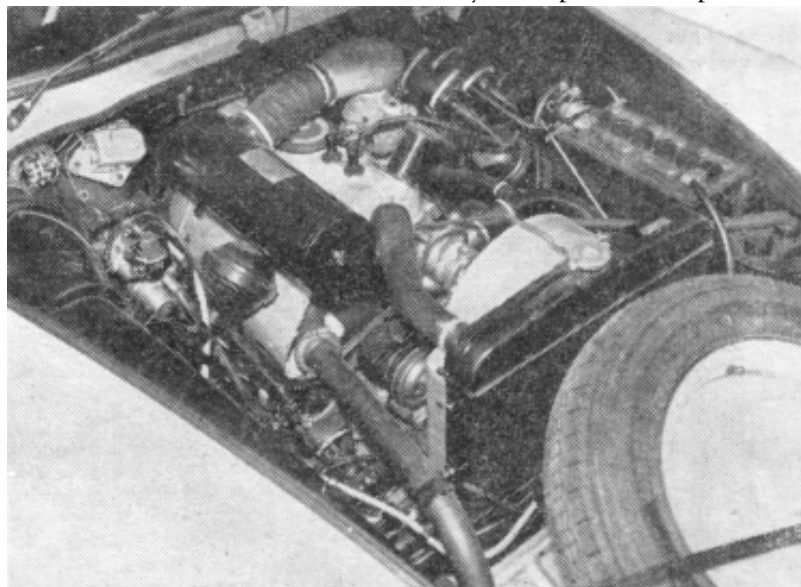
hydraulic valves which operates the hydraulic gear-changing mechanism.

Additionally, the clutch is linked hydraulically with engine, accelerator and gear change lever, and operates

automatically.

The steering wheel operates hydraulic valves to either side of a piston contained in a cylinder in the rack-and-pinion steering gear. There is no mechanical connection between the wheel and the front wheels.

However, should the hydraulic mechanism fail, the pinion on the end of the steering column is allowed to mesh with the rack when the hydraulic pressure collapses, and



Low build means a packed engine compartment. Pipe leading forward at left of spare wheel is exhaust. Bulb below air cleaner is suspension sphere for off-side front wheel.

the car is steered manually.

The body and chassis are combined in one structure, and in Citroën fashion the drive from the engine is taken through the front wheels. The floor is flat.

The luggage locker at the rear is unobstructed by the spare wheel — which is mounted ahead of the engine in the front compartment.

Because of this, the engine projects slightly into the front compartment, in the manner of a large transmission hump in some rear-wheel drive cars.

The engine is a four-cylinder overhead valve with hemispherical combustion chambers in an alloy head. The carburettor is a twin-choke Weber, each choke feeding all cylinders. The second choke comes into operation only when the first throttle is opened fully.

The most unusual feature is that there are two sets of contact points; feeding sparks from each end of a high-tension coil, so that the sparking plugs fire once every revolution — on both compression and exhaust strokes.

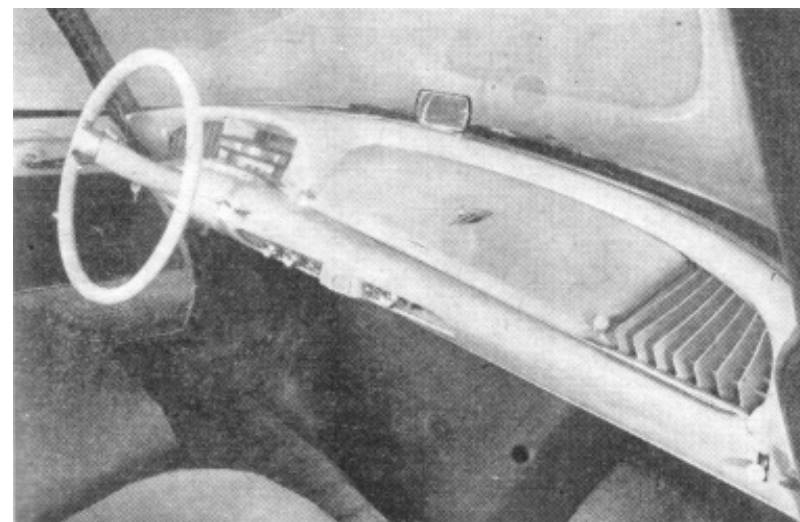
There are two silencers in the exhaust pipe.

Power is 75bhp [58kW] at 4,500rpm. Tune is high at 2bhp per sq. in. of piston area.

Despite the other unusual features of the engine, Citroën retain the long-stroke principle. Bore is 78mm. and stroke 100mm. Compression ratio is moderate at 7.5 to 1.

A last unusual touch is found in the cooling system. The fan is eight-bladed and made from nylon.

This article first appeared in 'Wheels', December 1955. ✂



The unusual grille at the right of the facia is demisting air spreader.

The following article was originally published in the August 1994 issue of 'New Zealand Citroën', the official publication of the Citroën Car

Britain so would date it around 1953 or 1954. He described the new model Citroën as 'being like a spaceship' and with all hydraulic controls. The car being 'very complicated', which it was, he also stated that 'he

doubted that the car would ever be sold in New Zealand as the servicing required was so complex'. As this was at the latest 1954, it was obvious that he was being shown the developmental car as the DSI9 first appeared in October 1956.

Roger's note: actually October 1955. I find it surprising that a visiting Kiwi would be shown a prototype in 1954 given the secrecy that surrounded the development of the DS

Citroën's own full colour brochure in 1957 described the car as 'The

Car of the Future for The Roads of Today'. The brochure went on to say 'You urge her round the bends, you corner fast and she clings to the road like no other car you have ever driven', and further 'It is a six-seater, with unbelievable riding and road holding qualities, a genuine top speed of 87 m.p.h. and a petrol consumption of 28-30 m.p.g. at 45 m.p.h.' and this was the car I saw driving around Hastings streets. The car had grey doors and guards and a maroon translucent roof.

The Citroën attracted attention wherever it went and was the talk of the town. Sure, there were plenty of Light 15 and Big 15 Citroëns around with the occasional Big 6

passing through Hawkes Bay but a DS Goddess! It was a crowd stopper.

The car was owned by Te Awanga farmer Mr. Eric Haggety and was bought from the Wellington importers of the day. Little is known of who serviced the car during the warranty period but it did turn up at Max McKay's some years later for a major service and overhaul. Legend has it that when Eric was driving the car back to Hawkes Bay, somewhere along the way he spun the car 360 degrees and not being a mechanical person nor perhaps being the right driver for the car, he got the fright of his life and refused to drive the car again. Someone phoned the local

The DSI9 at Brian Doohan's place.

MEMBER'S MODEL

Club of N.Z. Inc.

CITROËN DSI9 1957

By Jim Crook, Hawkes Bay CCC

Enough has been written about the launch of the DSI9 to fill many volumes but few know that one of the first DS's to arrive in New Zealand went to Hawkes Bay.

I was still apprenticed to MJ Kelt and Co. in Hastings when Mr Kelt returned to his native Scotland on family business and it was during this overseas trip that he visited the Citroën works in France. This was during the time of the Festival of

Shifting the car from Roy Cornish's place to Jim Crook's.



Railway Freight Depot who towed the car to the railyards where they strung a wire rope around the car and placed it on a railway wagon. The wire strop marks are still on

doors of the shed were opened. Time had not been kind to this once glorious Citroën and being stored near the coast, salt air had done the rest. Apart from the usual

bumps and knocks the steel bumpers had just about

rustured away as had most of the shiny parts of the car. When we opened the driver's door I tried to turn the steering wheel but it wouldn't budge, almost as if a steering lock had been fitted. Yes, he would sell the car but the price was way beyond what I thought it was worth. Eric still had Max McKay's bills and added this amount on to what he thought the

MEMBER'S MODEL

the body. {Roger's note: they are still there in 2005}

The car was delivered to Eric's farm and stored in a locked shed for about 11 years. It was about this time that I got very interested in the car and phoned Eric to arrange a time to visit him. We made a time and I arrived on his farm hardly being able to control my excitement - but what a shock I got when the

The light of day after 11 years storage.



car was worth.

About 18 months after my visit I heard that the car had been sold, passing through various hands until Citroën mechanic Roy Cornish acquired it. Roy removed the engine and freed up the clutch and rectified other defects but pressure of work meant that the car was not roadworthy or restored. I met Roy about this time and introduced myself as Secretary of the H.B.C.C.C. I had a spare Big 15 less motor and gearbox in which Roy was interested. It wasn't long before we did a deal and I was the proud owner of this 1957 DS19,

certainly the first to be owned in the Bay and possibly the first in New Zealand.

Time however, was not on my side. It didn't take long for the excitement to wear off once I realised the amount of work that would be needed to restore this Citroën let alone the time and finance. The car still had the original maroon and grey leather seats but they would need recovering, the original paint was still there and still is in 1994. Pressures of relocating to a new house and shortage of space meant that the DS would have to go, and

When Jim Crook bought the DS19.



so it did to Club member Brian Doohan who also took my 1960 DS. Like myself Brian played with the car, doing some much needed rust removal around the rear panels.

MEMBER'S MODEL

He would start the car up whenever I called but it slipped slowly further back on his list of priorities and he started to doubt if he would ever finish it. Brian has owned the car for about 7 or 8 years and he was approached by an Australian Citroën enthusiast who negotiated for the purchase of the car. At the time of writing it has been paid for and awaiting delivery instructions to Australia - Bon Voyage my friend, may you find

your feet on a new continent.

It will always be my regret that this was the one project that I did not finish and to this day I wonder how and why. I let this amazing, and in its day sensational vehicle escape.

POSTSCRIPT

The car did come to Australia in 1994, to Brisbane, and was partially reassembled. I bought it in late 2003, and have concentrated on getting it into running order and removing the rust from the outer panels. When I get it registered it will probably be oldest running Slough built DS19 in the world.

Roger Brundle



Cit-In is the annual Easter rally for all Australian Citroën car clubs. You make new friends, catch up with old ones,

WHAT IS CIT IN?

see the local sights, admire the nice cars, or just sit and relax. It's not just for the old-hands either. Ian & I are quite new to the Citroën community, and we had a great time.

This year's event in Perth was a lot of fun, there was a convoy across the Nullarbor, some touring options before and afterwards, a

wide variety of activities over the weekend itself, and a venue with everything you could possibly want – including a magnificent view across the Swan River –

thanks Shayne & team! Next year will be at Dubbo [more information shortly]; 2007 is to be hosted by CCCV, in Victoria, but specific location yet to be announced. CCOCA is taking a turn in 2008, which is actually a long time between drinks – our last event was 1995, so we are well due for our turn.

In a short time the most advanced production car of our time will be in Australia. It is, of course, the Citroën DS19 saloon – the car which has rocked the world's biggest automotive producers at the foundations.

Like the model it supersedes, the DS19 will probably be just as modern 20 years from now as the Light Fifteen was 20 after its introduction.

The two-litre motor, similar in many respects to the Light Fifteen, now develops 75bhp [58kW] at a rather modest 4,500 revs. The valve mechanism has been completely rehashed, however, and the DS19 has hemispherical combustion chambers. Pushrods, arranged in a similar manner to those in the Armstrong Siddeley, Peugeot and Bristol, have been used to give this.

A four-speed gearbox has been fitted at last, with

synchromesh on the upper three ratios. Speeds of 25mph [40kph] in first, 50 [80] in second, 72 [116] in third and 87mph [140kph] in top are claimed.

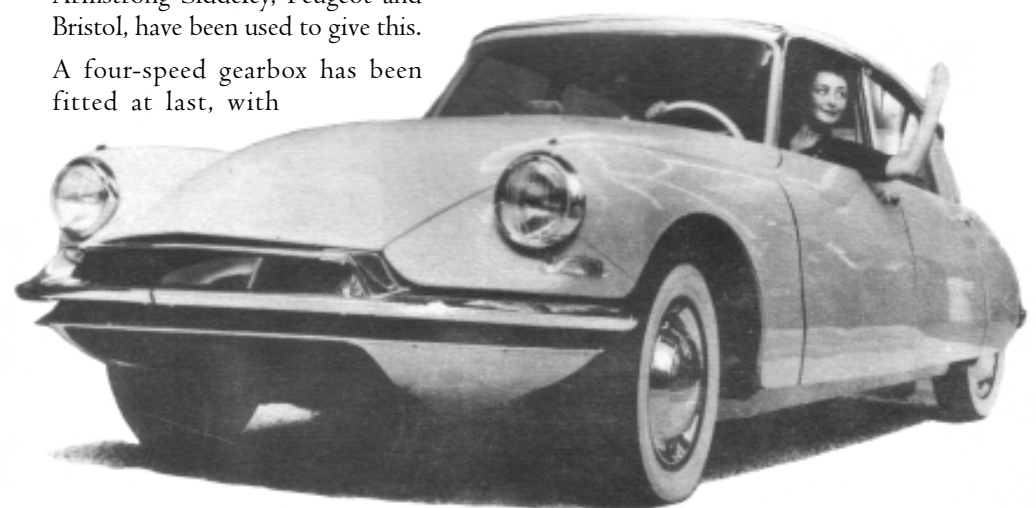
DS: FULL OF NEW IDEAS

There is no clutch pedal and the gears change automatically in response to a selector lever behind the strange looking single-spoke steering wheel.

Gear changing can be entirely automatic if the pilot wishes, or he can select the cogs as he goes, just the same as a conventional car.

Clutch operation is hydraulically actuated and is worked in the same action as changing gears.

Heavy steering, a well-known disadvantage of front-wheel-drive cars, has been overcome by



hydraulic assistance for the rack-and-pinion mechanism.

Disc brakes, mounted inboard, are used at the front, and cool air is

DS: FULL OF NEW IDEAS

ducted from the centre of the radiator shell for cooling. Normal outboard brakes at the rear have leading and trailing shoes. No hand brake is provided. Instead there is a pedal on the driver's extreme left that serves as a parking brake as well as an emergency mechanical brake in the unhappy event of the hydraulics failing.

Very light pressure on the pedal gives maximum efficiency from the servo-assisted brakes.

As everyone expected, hydro-pneumatic suspension is used on all wheels. Whatever the road

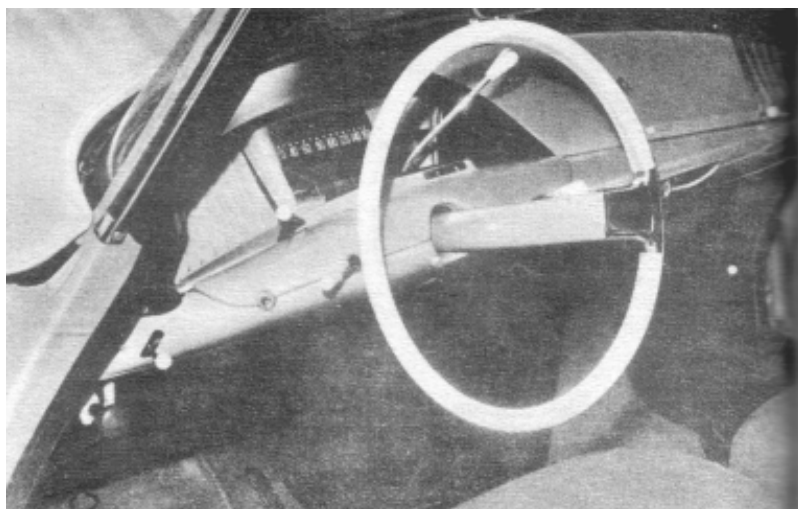
conditions, the body of the car remains on even keel as the oleo cylinders in the suspension adjust themselves. Even when the car has a boot full of luggage and three passengers in the back seat it retains the same height as

it does unload.

Suspension of this type was used at the rear of the later model Citroën Sixes with sensationally good results.

The technical features of the car while unusual and brilliantly conceived, are also complicated, especially the maze of hydraulic controls. Gearbox, clutch, brakes, steering and suspension are all controlled from a master accumulator and pressure pump. This may make maintenance difficult.

Slightly different wheel sizes on the



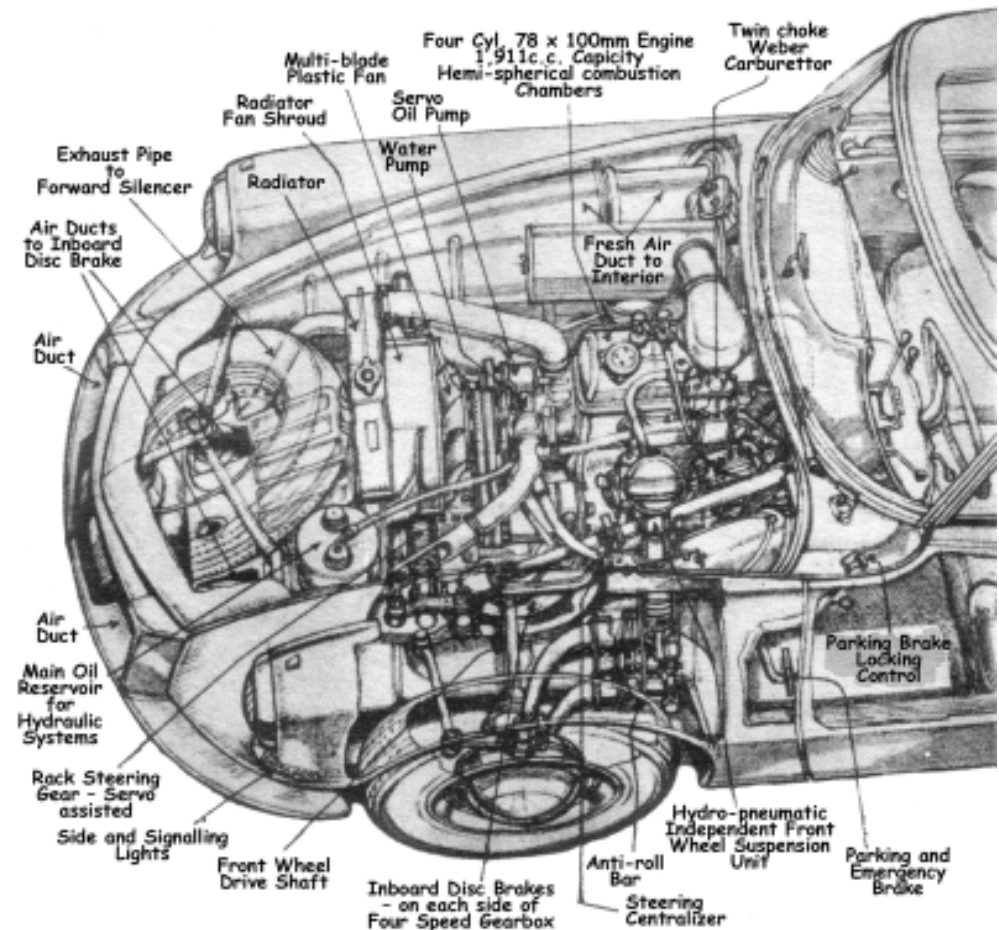
front and back, approximately 6.50-16 in the front and 6.00-16 at the rear, are to allow for the extra loadings on the front wheels. The spare wheel is for the front, but in an emergency it could be used on the back.

Bertone, the famous Italian body-builder, helped to design the well-streamlined DSI9. Windscreen pillars are thin and the actual

windscreen is one piece of curved glass.

The four doors have no window frames and the centre pillar is slender. This has set body engineers all over the world a problem, for it is extremely hard to work out how the monoconstruction body can be kept rigid without thick supports for the structurally important roof. Just to make it

Detailed drawing, reproduced from Autocar of London, illustrates most clearly the complexities and maze of feedlines of the new Citroën.



more difficult, the roof panel is plastic.

Lack of overhang at the rear is commendable, but the positioning of the back wheels at the very stern

DS: FULL OF NEW IDEAS

of the car, gives a strange effect in a profile view.

Internally the Citroën offers seating for five or six adults. Individually adjustable semi-bucket front seats with armrests on the doors are a point which should appeal to the driver who wishes to make full use of the Citroën strong-point – cornering.

The single-spoke steering wheel has been the cause of just as much discussion as the mechanical oddities in the car. Whether or not people like its appearance, the fact remains that it is a very good safety measure in the event of a serious crash. Thin plastic panels have been used for the fascia panels.

Seventeen and a half cubic feet of luggage space has been allotted. With the spare wheel mounted in the front of the car, forward of the radiator, the boot has a very useful amount of unobstructed space.

We now await the arrival of the DS 19 with bated breath to discover if the car lives up to what we have come to expect from the Citroën concern.

SPECIFICATIONS

Engine: Four cylinders, bore and stroke, 78 x 100mm; capacity 1,911 cc; compression ratio, 7.5:1;

develops
75 bhp
[58kW] at
4,500 rpm;

double-bodied Weber carburettor.

Clutch: Single dry plate with automatic hydraulic control.

Transmission: Four forward speeds with synchromesh on upper three ratios. Front-wheel drive with spiral bevel final drive.


Suspension: Front and rear, oleo pneumatic with anti-roll bar and static height corrector.

Brakes: Front, inboard mounted discs; rear, normal internal-expanding; hydraulically operated.

Steering: Rock-and-pinion, hydraulically assisted.

Fuel system: 14gallon [67litre] petrol tank with mechanical feed pump.

Dimensions: Wheelbase, 10' 3" [3.1m] track, front 4' 11" [1.5m], rear 4' 3" [1.3m]; overall length, 15' 9" [4.8m]; width, 5' 10½" [1.79m]; height, 5' 10" [1.78m]; turning circle, 36' 1" [11.2m]; dry weight, 22cwt [1,120kg].

This article was written by Ian Fraser and under the title 'Citroën DS Bristles with New Ideas', first appeared in 'Cars', in January 1956. 

Citroën DS – Design Icon, by Malcolm Bobbitt. Veloce Publishing, Dorchester, 2005.

UK price:
£34.99

The classic DS has

already been the subject of so many specialist books as well as countless words in histories of motoring and in accounts of the Citroën company that when I first heard about this new offering, I was sceptical: what more was there left to say? I need not have worried: Malcolm Bobbitt's splendid new work is definitely required reading for all DS aficionados and Citroën enthusiasts!

How is this book different from all the others? As the book's subtitle suggests, Bobbitt has concentrated on giving us the design history of this groundbreaking car. Whilst not ignoring the mechanical side of things, the emphasis here is on how Citroën's revolutionary approach to motoring was achieved; the way the design evolved during its twenty years of production; the impact it had on other car manufacturers; and its continuing appeal today.

Fourteen chapters look at such themes as the work of the DS'

designer, Flaminio Bertoni; the transformation from prototype to production reality; the introduction of the various versions of the DS [including the

BOOK REVIEW

ID, the Chapron-coachbuilt models, and the Safari]; how the DS fared in motor sport; and advice for present-day owners of the car [amongst which one day I hope to be counted!].

There are some fascinating comments along the way: the final drawings for the treatment of the roof-mounted rear indicators were only finalised in early August 1955, just a few weeks prior to the car's launch at that October's Paris Salon. Can one imagine the feverish work that must have been necessary to complete the show cars on time? Further on, we are provided with an account of how, following Flaminio Bertoni's death, his successor, Robert Opron, successfully managed to restyle and freshen up the DS without compromising its design integrity. The reborn Goddess that appeared in September 1967 introduced a new set of innovations, most notably on the outside, of course, the swivelling headlamp technology which seems so sensible

and such an obvious aid to safety. A history of this kind is dependent on illustrations, and here the book is outstanding: Bobbitt has

system works, and so on. More photos illustrate the various Safari versions, including the specially fitted-out ambulances and a magnificently complex-looking affair rigged out as a camera car

for shooting films.

There are several references to the DS in Australia, including mention of local assembly and the differences between 'our' Ds and those produced in France. The final two photographs in the book show a DS in great form in Queensland.

Malcolm Bobbitt is a well-known figure in British Citroën circles, and a prolific author. His books cover a very wide range of motoring subjects, from the Rolls-Royce to bubble cars, by way of the Rover P4, London taxis, Police cars, various Volkswagens, and the lovable little Fiat 500. All his books display much knowledge and enthusiasm, and are recommended.

The quality of the book is first rate, as it should be at the price. Veloce publish some of the finest books on motoring available today. All in all, well worth purchasing.

Mark Ebery.



One of France's most famous coachbuilders of cars, Henri Chapron was born in 1886 and learnt his trade at carriage works in various parts of the country. Following military

service during the First World War, Chapron commenced business in 1920 at Neuilly-sur-Seine. His work soon proved popular and he specialised in quietly elegant bodywork on a range of chassis, including those of such manufacturers as Panhard and Chénard et Walcker. According to Nick Georgano's 'The Beaulieu Encyclopaedia of the Automobile – Coachbuilding', Chapron's most productive years were from 1928 to 1931 when he

achieved an output of about 500 bodies annually. His influence on French coachwork design was widespread and although the German occupation saw him

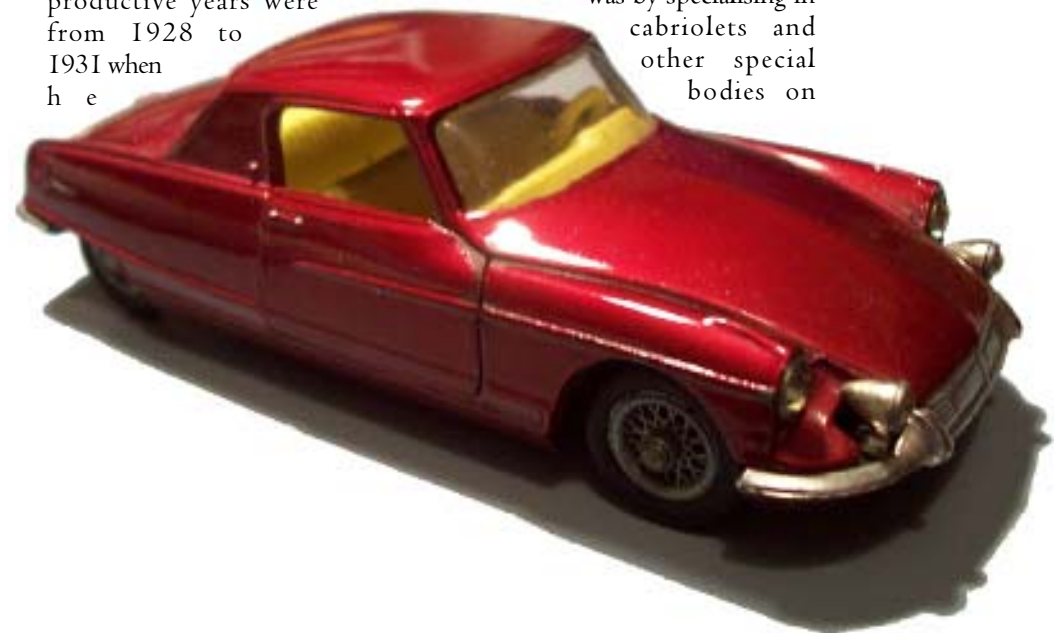
running a modest body repair business, from the late 1940s he was once again producing beautifully proportioned custom-built bodies, many on Delahayes and others on Talbots and Salmsons.

By the mid-fifties there were very few French cars in production with sufficient prestige to be appropriate to carry Chapron bodywork. The arrival of the Citroën DS in 1955 was a god-send to Chapron, and it was by specialising in cabriolets and other special bodies on

BOOK REVIEW

assembled a wonderful collection. Whilst some of the pictures, unavoidably, have been seen before [a few have appeared in Bobbitt's general photographic history of the DS: Citroën DS, published by Sutton Publishing Ltd, 1999 – again, highly recommended], the vast majority seem to be unique to this book, and many come from the author's own collection. Some of my favourite illustrations are reproductions of period publicity items: one shows a delightfully chic couple surrounded by body panels and a DS skeleton sub-assembly as if they were building a Meccano model – rather different from the photos that Bobbitt includes of the actual production line at the Javel factory. There are photos of the DS in virtually every conceivable situation: in deserts, on alpine highways, at enthusiasts' rallies; photos of bodywork details: the different instrument panels fitted, exterior trim details, diagrams about how the hydraulic

TOY A-TRACTIONS



the new car that he was able to continue in business for so long. [Chapron was producing special coachwork for cars until shortly before his death in 1978, and his

early 1961 and according to Citroën's own figures a total of 1,365 were produced before production ceased in 1971. Apart from the cabriolets, Chapron produced a small number of coupés, some with

rounded hardtops, others carrying squared-up rooflines. To complicate the picture further, there was a small production run [about 45 cars in all] of luxuriously appointed saloons produced between 1964 and 1975. The fronts of these were normal DS in design, but they carried strikingly different square-cut rears.

A number of toy manufacturers have produced models of these rare Chapron-styled Citroëns. Perhaps the model most easily found is the Corgi version of the 'Le Dandy' coupé. Corgi's version came out in

Toy A-Tractions

widow continued to run the company as a firm specialising in the restoration of bodywork until it was sold in 1986.]

The best known Chapron-bodied DS is the cabriolet. At first Citroën refused to supply chassis, so Chapron had to buy-in saloons and then carry out cutting and welding work to produce the open-top cars. As it became apparent that there was considerable demand for the cabriolets, Citroën offered Chapron a contract to produce cars on DS platforms specially supplied from the factory. Chapron's new 'official' cabriolets went on sale in



1966, whilst the real-life car debuted at the 1964 Paris Salon. This was an exotic car for Corgi at the time [though the DS was a favourite for the firm, Corgi

'regular' cabriolet, but with squared-up wings over the rear wheels. A very elegant special coupe has also been modelled in the Norev range: the Chapron Paris Coach 2+2. [This model is currently available in

Norev's catalogue, and comes complete with a particularly striking presentation box with the words 'Henri Chapron Carrossier 114-116 Rue Aristide Briand Levallois-Perret Paris' on the exterior]. Apart from the coupés, Norev has also produced a model of the four-door 'Majesty' saloon, of which Chapron produced just twenty in the years 1965-67.

Earlier articles in this series have covered the models of Chapron's DS convertibles, as well as of his unique Presidential limousine that was delivered in 1968. I will not go over these models again here, but will end by mentioning that various model kits are available of the Chapron specials. Some are made from resin [such as those from the Dutch company MH Models and from the now-defunct concern Provence Moulage], whilst others are modified from mainstream manufacturers' models. In this latter category are some special Chapron saloons such as those from Louis-Michel Jouberton that he makes from Solido models.

Mark Ebery.



TOY A-TRACTIONS

producing the saloon and Safari versions as well as the Chapron coupé], and the model was beautifully proportioned and detailed. It included spoked wheels, opening doors and boot, tilting seat backs, jewelled headlights and plated 'chrome' fittings. Corgi's model comes either in metallic burgundy or in a particularly appealing two-tone blue and white. [Your editor's 'Le Dandy' is metallic silver with a black roof and burgundy interior. Ed.]

Far more recently, the French model manufacturer, Norev, brought out its own version of the 'Le Dandy'. Originally produced in 1992, this model has been in and out of Norev's catalogue ever since. Alongside this car, Norev has produced models of a number of other Chapron DS-based creations. There have been models of the rather oddly-proportioned square-back coupe, called the Chapron Concorde Coach [of which 38 real-life examples were made, in the years 1965 to 1967]. Another very exclusive offering modelled by Norev has been the Chapron Palm Beach Cabriolet – similar to the

The 75th Geneva Salon, which ran from 3 - 13 March, saw the unveiling of two new Citroëns: a luxury model, the C6, which was featured in the last issue of Front Drive, and which is due to

reach the public in September; and at the other end of the scale, the diminutive C1. Whilst the C6 comes with either a 3.0litre petrol engine or a 2.7litre diesel, the C1 is powered by either a 1.1litre petrol or a 1.4litre diesel unit.

The C1 is being produced in an all-new purpose-built factory at Kolin near Prague in the Czech Republic which is a joint venture

between Peugeot-Citroën and Toyota. Production at the factory commenced in early March, and the first cars are due to go on sale in Europe in June. Alongside the

C1, the similarly-styled Peugeot 107 and Toyota Aygo will be built. When it reaches full capacity, the joint-venture factory is planned to produce 300,000 vehicles a year, with numbers split evenly between the Citroën, Peugeot and Toyota versions.

At first glance, the three models are very similar in appearance, with the main clues being the front

C1 LAUNCH



badges and slight changes to the front body panels. It might seem surprising that Peugeot-Citroën, which have just brought out the 1007 and C2 models, and Toyota,

Citroën factory which will probably build the CI/107 is being built in Slovakia.

According to a recent copy of the French magazine Auto Moto, the

base Toyota model will cost around

8,500•. If so, this would make it a cheap car: the Echo ['Yaris' in Europe] base model costs around 10,500•. The cheapest Citroën in France, the 1.1litre C2, costs 10,550•.

Unfortunately, it is unlikely that Australia will see the attractive CI. A spokesman on the Citroën stand at the recent Melbourne Show said that the likely volume of sales would be too low to make it an economic proposition here.

Mark Ebery.



Ateco Automotive Pty Ltd will take over the Australian and New Zealand distribution of two of the world's most famous marques, Ferrari and Maserati, in mid-October 2005 from The Sutton

Group as part of a worldwide programme to consolidate the Fiat Group's luxury and performance brands under single distributors.

'It is nothing less than an honour to be given the responsibility of handling these two unique brands,' says Neville Crichton, Governing Director of Ateco Automotive Pty Ltd. 'They represent the pinnacle of performance, style and

technical sophistication, as well as boasting a history that runs through the very heart of the entire automobile industry and they are, of course, a byword for

everything that is best in car design and performance on and off the race track.'

Ateco Automotive returned Alfa Romeo to the Australia market in 1998 and it has succeeded in making the Italian brand once again a much sort-after choice for car buyers looking for style and performance. Ateco is also the New Zealand Alfa Romeo and Fiat importer.



CI LAUNCH

which manufacturers the very popular Echo in northern France, should bring out yet another range of small cars. But the small car market in Europe is ferociously contested between the various manufacturers and the new factory in the Czech Republic should enable each company to make inroads into the rapidly expanding markets in central and eastern Europe. Underlining Peugeot-Citroën's determination to break into these areas, a new Peugeot-

MASERATI REPRISE

In 2002 Ateco returned the Fiat brand to Australia in the shape of the Fiat commercial vehicle range, with the Fiat Ducato becoming a popular choice for both

launch of the C4 this year, six models, and providing the brand with its Australian debut in the commercial vehicle market with the Berlingo.

MASERATI REPRISE

commercial vehicle users and, with five Australian companies using them as the basis for their businesses, motorhomes.

In addition to the Fiat group brands, Ateco Automotive Pty Ltd has been very successful with Citroën, a brand it took over in 1994, overseeing a ten-fold increase in sales and taking the French brand from one model to, with the

But it is the Kia brand that has, in volume terms, seen the biggest change under the auspices of Ateco Automotive. Taken over in 2000 by Ateco, the Kia brand was struggling to sell 4,000 units in Australia, but with Ateco behind it, Kia has increased sales five fold, a figure that would have been higher had Kia been able to keep up with demand. En route to this massive increase in Australian sales, Kia has made the



Carnival, Pregio and K2700 the most popular people mover, diesel van and light truck respectively in their Australian market sectors and put Kia into the list of Australia's top ten favourite car brands.

This year Ateco Automotive's billion-dollar business will deliver more than 35,000 vehicles to new owners in Australia and New Zealand through its network of more than 180 dealers.

The Fiat Group indicated its policy change on the position and representation of its brands earlier this year with the creation of a new business unit on 1 April 2005 that brings together the Maserati and

Alfa Romeo brands under the management of Karl-Heinz Kalbfell, who added the responsibility of the new business unit to that of his role heading the Alfa Romeo brand. The stated goal of the move is the increase efficiencies of both brands, from design, through manufacture to distribution at all levels.

Ultimately, one result of this change has been the change of distribution arrangements in Australia and New Zealand. The Sutton Group has distributed Ferrari in Australia and New Zealand for eight years and Maserati for six years. ✂

SPARE PARTS FUND MEMBERS

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

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

Alight month this month for Fleet Follies, as with the change of committee a new roster has not been circulated. So, you are going to have a suffer a

a purely personal opinion, the 'Wings and Wheels Day' was the pick of them, with the most interesting display being available for viewing. Some marques were absent from 'Wings and Wheels' – Skoda, VW,

Renault and Peugeot all springing to mind as being either absent, or in small numbers. Not of course that the Citroën Clubs could exactly hold our heads high in terms of presence at either 'Wings and Wheels' or the RACV Event. I counted three Citroëns at Lilydale [Helen Cross's 2CV, Mark McKibbin's 5CV and my own Light 15] and I recall only one Citroën at the Mornington racecourse – Alan and Sandy Baker's Traction. Each of these events, along with the British and European Day, provide both the marque and the Club with an opportunity to wave the flag and hopefully attract new members. I know that other Clubs get behind these events and arrange for a fine selection of cars to be on site, for a banner to be displayed, a stand to be erected and manned through the day with the objective of recruiting members. We know that not every owner of a classic Citroën [never mind the newer ones] is a member of either CCOCA or CCV and recruitment of new

members is vital for the Club's continuance. I also have to say, that I did not this actively pursue these ideas for getting the Club behind these events at Committee meetings.

I will now get off my soap box.

Anyway... the CX got itself to the AOMC British and European Day and I drove it to Robe for Easter. We stopped at Casterton for dinner on way west and when we started the car again the big red 'STOP' light on the dash refused to extinguish itself. Having checked that the float in the LHM reservoir was in the right spot, I tried again. That big red light was still glowing. Before despairing and ringing Melbourne for advice, I decided to just leave it for a few minutes and see what happened.

On the next start, the red light extinguished itself in the approved manner and we headed over the border into South Australia. A great weekend in Robe, mainly doing some fantastic 4WDing on the beaches was followed by a day working in Adelaide and back to Melbourne.

On the evening I returned I had dinner with my father and on putting the car into reverse to exit his drive... well let's say it didn't. There was no sign of reverse. Thankfully, his drive is quite steep and I was able to glide down the hill and onto the road. All the

forward gears were in working order, so I was able to depart without having to confess that the CX was going to cost even more money!

A low mileage second-hand gearbox has been located and with luck will have been fitted to the car in time for Oz-Traction.

Last Sunday the GSA also decided to misbehave, by springing a leak. I am sure that every reader will be assuming, as did Mel Carey, that it was LHM. The passenger's side of the engine bay was covered with what ever was pouring out – and it was pouring at pretty fair rate when the engine was running, but when the car was not running there was no sign of leakage. The fluid was even on top of the battery! It turned out that one of the hoses that takes the C-matic gearbox oil [the 'rare as hen's teeth', Total T] to the oil cooler had sprung a leak and was liberally spraying it everywhere. The nice man from the RACV came and took it away... if I had driven it to Citro Motors the gearbox would have run out of oil totally, with disastrous results. How old was the pipe? It was installed in July 2003 when I had all the car's rubber pipes replaced, after buying the car.

The repair was quickly undertaken and the car is back in my hands.

Leigh Miles

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FLEET FOLLIES

longish article from the Editor.

LEIGH MILES – PUBLICATION EDITOR

When last I wrote for Fleet Follies everything seemed to be going really well with the Fleet. How easily we fool ourselves.

The CX was finally put onto the road, and indeed was to be seen at the AOMC's British and European Day in March. Just as an aside on that event, to my mind it did seem to have either the motor car attendance or the people in attendance that they had last year. I know that if the cars are not there, the people cannot be there, but I also thought that there were less of 'the general public' around either. I know this totally without quantitative proof, it was just a feeling. Maybe part of it was that in recent times there had been the 'Wings and Wheels Day' at Lilydale airport and the 'RACV Rally' show at Mornington Racecourse and both spectators and owners were getting a little tired.

I went to all three and it was interesting the cars that were present at all three events. Again, expressing

The Citroën Car Club of Queensland is well advanced in planning a 'rally' to commemorate the release of the Citroën DS which occurred on the 6th of October 1955.



This event will commence on Sunday the 2nd of October and conclude on Saturday the 8th of October 2005.

The starting point of the run will be Wagga Wagga NSW and will finish in our nation's capital, Canberra.

On the final evening a 'grande banquet' will be held to celebrate the DS's 50th birthday.

The planned route will take us down through southern NSW, across northern Victoria and over the Australian Alps. It will allow us to see features of natural beauty and also places of significance in Australian history and culture.

The route will be on sealed roads only and will pass through areas that are reasonably well populated. The distance that will be covered each day will be approximately 300km, this will allow plenty of

time to stop for morning tea, lunch and arrive at our destination for the day in plenty of time to prepare for the evening.

All of the planned stops will take place in towns or cities which will allow the local population time to view our cars and discuss them with us.

Accommodation for the event will be camping and camping costs will be included in the entry fee [option one]. However, as we will be stopping overnight in populated areas participants can arrange other accommodation at their own expense [option two].

Registration includes Sunday supper, BBQ Wednesday, Saturday's 'grande banquet' and two commemorative T-shirts.

PLEASE NOTE: THIS EVENT IS FOR DS/ID MODELS ONLY.

You may join our email list here for timely notification of rally information as the event is finalised.

If you have any queries, comments or suggestions do not hesitate to contact me.

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BRIAN WADE
Event organizer

Spares have been rather busy lately, with little time to dwell on articles so this edition may be a little light. I have recently obtained from Ted Cross, who is now the Australasian agent for 123 Ignition systems a distributor for my 1962 ID, by a happy coincidence it will also fit my Big 15. So before the next issue I will undertake a comparison between the original Lucas ignition system and the 123 electronic distributor, so watch out for that in the next issue. I am also hoping to have a set of wind deflectors from New Zealand, possibly at the next club meeting for members to inspect. As I have reported previously, these are extremely well finished and I am unable to distinguish them from the original items.

I have chosen this time to reprint some important information regarding traction engines; this is because I am frequently asked to supply it to people who were not members at the time of printing a couple of years ago.

Standard cylinder head height: 85mm. This is measured from the head gasket face to the face the rocker cover seals on. Original compression ratio is 6.2 : 1. The easiest way to get more bang for your buck is to increase the compression ratio. Jack Weaver recommends the removal of 2mm this gives 8.5 : 1, if you prefer

a more modest increase remove Imm, giving 7.5 : 1. Standard unleaded is 91 Iron, so there should be no detonation at 8.5 : 1. I am currently using standard unleaded with



Valvemaster added to the fuel.

My engine is running at 8.5 : 1 and I was recently asked how detrimental this would be to the bearings given I am still running whitmetal bearings. My reply was I do not really know, but given modern oils and the fact that it will take me forever to do 10,000 miles, I do not see it as an issue. Remember these engines gave great service on crap petrol and oil with little or no attention. I have fitted a modest cam by Wade's and lightened the flywheel by removing the bit that sticks out the front but the most important thing to do when rebuilding is to have your engine balanced. With removable counterweights on the crankshaft, who knows if they have not been mixed up in the last 50 years; this step is crucial to having a smooth running engine.

It was good to see most of the important positions filled at the AGM. It is crucial that we continue to find members willing to share the load of managing the club and it can be a lot of fun or else we may find ourselves becoming a backwater.

Rob Little



FOR SALE

1948 ONZE LEGERE

This car was originally registered in South Africa and exported to the UK. It was brought to Australia last year. While there are some unoriginal parts fitted to the car, and it will require some work to put it on the road it is an excellent vehicle. Recently repainted. Reg YSL 801. Phone Rob Little [03] 5823 1397. [29/I]

1986 2CV

My wonderful 2CV [isn't it] is for sale. It's got a new[ish] engine, 123 ignition, and performs as good as it looks. I am looking for only \$15,000 for this delightful example of an 1986 model [and what a lovely one it is], with long rego [just done]. Phone Larry O'Carroll, [02] 4579 1051 or email larryocarroll@optusnet.com.au [29/I]

2003 C3 EXCLUSIVE

5 speed manual, just 28,000km, with the balance of new car warranty. Registered to July '05 [Qld] 457 GWY. Must sell. \$14,900. Phone Jason Rout, [07] 3399 7022 or 04 1998 8307 [M]. [29/I]

2CV ENGINE AND TRANSAXLE

2CV 602cc engine and transaxle #0905032790, complete with starter etc. Will start engine for interested buyer. \$1,200 neg. Phone Mel 04 1482 0631 [M] [29/I]

1950 LIGHT 15

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

1954 LIGHT 15

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

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

FOR SALE

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 G5 1220 SPECIAL

Reg ORG 073. 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]

1976 2CV

1976 not registered but near RWC. 26KA 974I, Engine 0504121537. New brakes and battery, good tyres - back new. No rust. Green with Paisley patterned brown seats, re-con motor and gear box [Martin Bray], electronic ignition. A sound reliable car ready to go to a new home. Needs TLC and refurbishing. Asking \$7900 as is [firm] Phone: Jeff Howarth [03] 5829 0792 [28/7]

TRACTION/ID PARTS

- 5 rims and hubcaps for an Onze Legere, in excellent condition. The rims [of course] 165 x 400 and are painted ivory. The hubcaps are chrome with black trim.
- ID cylinder head, brand new and complete; still in its greaseproof wrapping. A very rare find.

- ID con rods in good condition.

To discuss the purchase of any or all of these phone Vern Isaacs, [08] 9377 7365 [29/8]

1974 D SPECIAL

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

WANTED
FRENCH TRACTION PARTS

Cibie headlamps and other parts for a French Traction. Phone Rob Little, [03] 5823 1397. [29/1]

TRACTION FRONT BUMPER

Front bumper bar for a small boot Big 6. This is a Slough-built car with the rounded English type bumper and overriders. Phone Rob Little, [03] 5823 1397 or Derek Moore on 04 1934 6682. [29/2]

ID STRIKER PLATES

Looking for a set of ID door striker plates, must be the early push button lock type. Phone Rob Little [03] 5823 1397. [29/2]



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



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

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