

48 AUSTRALIA'S  $\beta$  NATIONAL  $\alpha$  MAGAZINE  $\alpha$  FOR

# FRONT DRIVE

AUSTRALIA'S  $\beta$  NATIONAL  $\alpha$  MAGAZINE  $\alpha$  FOR  $\alpha$   
CITROËN  $\alpha$  OWNERS  $\beta$  AND  $\beta$  ENTHUSIASTS



**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**

*Australia's National Citroën Car Club*

AUGUST/SEPTEMBER '05  $\beta$  Vol 29  $\alpha$  No 4

**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

[www.citroenclassic.org.au](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:

Mark Ebbery, Andrea Fisher, Bernie Hadaway, Rob Little and Rod Ward.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, August 26.

**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 shows La Place de l'Horologe et le Théâtre in Avignon.

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**PUBLIC OFFICER —**

Peter Boyle  
[03] 9754 3583

**CITROËNING****CH PLATES**

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

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

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

**FOR SPARE PARTS & TOOLS**

Contact Rob Little. Phone: [03] 5823 1397 [spareparts@citroenclassic.org.au](mailto: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](mailto:clubshop@citroenclassic.org.au)

**OTHER CLUBS?**

[www.citcarclubvic.net.org/](http://www.citcarclubvic.net.org/)

[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)  
[www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
[www.citroen.aceonline.com.au](http://www.citroen.aceonline.com.au)  
[www.oleopneumatics.com.au/car%20club/citroenclub.htm](http://www.oleopneumatics.com.au/car%20club/citroenclub.htm)



Welcome to the August/September edition of 'Front Drive', which continues the selection of Australian magazine articles

about the  
launch of the

**ED SED**

DS. Last edition's report has caused Roger Brundle to write to us about the 'low number' car that was featured in the 'Wheels' test. His comments and some new picture are on page 22.

My appeal for those of you with more technical skill than me [not a difficult thing to find] to write some technical articles has seen Bernie Hadaway take up his pen and Rod Wade to provide a second instalment on his innovative solutions.

John Fleming has supplied another Member's Model – a short article and some great pictures of his Light I5. If John can supply two [remember, he has also written about Tricia and his XM], you might care to think about writing about your car for the magazine, too.

ED SED PAGE 4

PREZ SEZ PAGE 5

A-TRACTIONS PAGE 6

CIT IN '06 UPDATE PAGE 18

## CONTENTS

MEMBER'S MODEL PAGE 20

YOU SED PAGE 22

CITROËN FROM SLOUGH  
PAGE 27

TOY A-TRACTIONS PAGE 31

TECHNICAL TALK PAGE 36

FLEET FOLLIES PAGE 41

SPARE NEWS PAGE 44

CLASSIFIED ADS PAGE 46

Mark Ebery has prepared an article on miniatures of the DS Safari and our Event Programme, at least in outline form takes you through to February, 2006.

Enjoy!

Leigh F Miles – Editor

Hello everyone. In the absence of any other volunteer, Leigh Miles has kindly offered to add Activities Officer to his portfolio [Editor and Librarian]. I am indeed grateful to Leigh for this offer,

as it frees me up to now focus my efforts on being President. You would do him and the club a great service by giving him prompt assistance when asked, especially in regard to providing copy for 'Front Drive' before the deadline.

On the other hand, such concentration of work in the hands of one person is not ideal, and we assure anyone considering volunteering for this job that they should not now consider it 'filled'.

We have had some great events recently – a fascinating talk by Peter Sandow at the June meeting; and a great day out at Rob Little's Bastille Day Lunch. This is no longer an invitation-only event – the new venue

has allowed it to expand in size and scope, and big plans are already underway for next year! While we were in Shepparton, I got to see the Spare Parts stock; Rob assures us the job keeps him very busy, but you can tell his time is not wasted looking for the right part – it all looks super-efficient, everything is shelved, labelled and organised. Very impressive!

Looking forward, the August club meeting is 'away' – Michael Exell, the engine-builder for Garry Rogers Nissan racing team will show us around the workshop, and share

some inside information with us [Ian and I have known him for years, and he hasn't run out of stories yet]. Bring a coat/gloves; but not your camera please, by request.

Put October 23 in your calendar: CCOCA is running the Concours; we want a good turnout – display cars and of course volunteers! Details of both the Concours and the pre-Concours Dinner can be found on the A-Tractions pages.

In addition, on a totally different theme, I am interested in finding out what first inspired people's interest in Citroëns, with the aim of writing something for 'Front Drive'. A few words on your experience would be greatly appreciated. Did you grow up in a 'Citroën family' [and did that cause issues with local 'Ford' or 'Holden' families?]; if you came to the marque later in life, was it love at first sight? Was it the aesthetics that appealed to you, or the technical ingenuity, or was it the ride? What was it that captured your imagination? Let me know!

Cheers,  
Andrea

✂

**PREZ SEZ**

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

### ● AUGUST

#### DAY RUN: FARMER'S MARKET AT ST ANDREWS & PUB LUNCH

WHEN: Saturday, August 20  
LEAVE: 9:00am  
FROM: Doncaster Shoppingtown  
Willasons Rd, Doncaster  
TO: Kangaroo Ground Rd &  
St Andrews Rd, St Andrews  
COST: Depends on what you buy!  
BOOKING: Preferred for lunch  
numbers by August 14



CONTACT: Leigh Miles,  
[03] 9888 7506 [H]  
activites@citroenclassic.org.au

PLEASE NOTE THE CHANGE TO THE MEETING POINT! Melbourne, and its surrounding areas is blessed with some of the best farmer's markets in the world. So, think about joining on this great run to see, taste and buy some of the best Victoria has to offer! Afterwards we will have an old-fashioned pub lunch and a visit to Lovegrove winery to round off the day!

#### CCCV MEETING – 40TH ANNIVERSARY OF THE CCCV DINNER

WHEN: Saturday, August 20  
TIME: 6:30pm, for 7:00pm  
WHERE: CCCV Meeting Room,  
Glen Iris Citizen's Hall, Eric Raven  
Reserve, Estella St., Glen Iris.  
COST: \$20pp  
BRING: Refreshments  
BOOKING: Required, by August 6  
CONTACT: Bob King,  
[03] 9878 1243

You are cordially invited to join past and current members of CCCV at this special occasion to celebrate a milestone in the CCCV! A delicious

two course spit-roast dinner plus sweets, tea and coffee provided. Come along and reminisce with old friends and enjoy an evening of fun and good humour. Help make this evening a success by bringing along a photo, or two, or an item of memorabilia.

Payment by cheque, payable to CCCV should be sent to The Treasurer, CCCV, 119 Mountain View Rd., Balwyn North, 3104.

#### MONTHLY MEETING

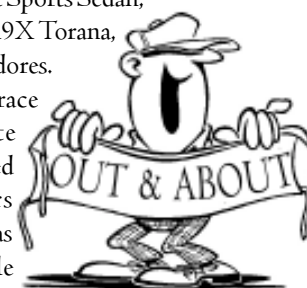
WHEN: Wednesday, August 24  
TIME: 8.00pm  
WHERE: Garry Rogers Motor Sport  
350 Springvale Rd., Glen Waverley  
COST: Free  
BRING: Warm clothing  
BOOKING: Preferred  
CONTACT: Andrea Fisher,  
[03] 9874 1960 [H],  
president@citroenclassic.org.au

Garry Rogers' long-standing involvement in Australian motorsport started back in the early sixties when he started racing Appendix J Holdens. He enjoyed success in a wide range of cars including early model Holdens, EH

Holdens, Ford Escort Sports Sedan, Toranas, Monaros, A9X Torana, BMW and Commodores.

Garry retired from race driving in the late nineties and established Garry Rogers Motorsport which has enjoyed considerable success in more than ten categories of Australian motorsport.

He is well known for his 'giving' to motorsport. Garry has been involved with giving many of Australia's top drivers a starting foundation with a variety of exposures to the GRM way. He has been an active participant in the business of motorsport and





is a current Board Member of the TEGA [The Touring Car Entrants Group] and Avesco [The Australian Vee-Eight Supercar Company] and is also actively involved in a number of

## A-TRACTIONS

other motorsport organisations.

Garry is liked by the Australian motorsport media who see him as the most approachable, enthusiastic and outgoing personality in the country.

Success breeds success and the foundation of success at Garry Rogers Motorsport comes from Garry Rogers.

No photography allowed, I am afraid.

## ● SEPTEMBER

### SHEPPARTON SWAP MEET

WHEN: Sunday, September 11

TIME: From 7:00am

WHERE: DECA, off Wanganui Rd., North Shepparton

COST: N/A

BOOKING: Not required

CONTACT: Rob Little,

[03] 5823 1397 [H]

spareparts@citroenclassic.org.au

No special plans from CCOCA for this great Swap Meet, but if you are thinking of heading to Shepparton for the day, or the weekend, then contact Rob Little...

### GET STUFFED!

WHEN: Thursday, September 15

TIME: 7:00pm

WHERE: Leigh Miles', 16 Harrow St., Blackburn South

COST: Cheap eats

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506 [H],

editor@citroenclassic.org.au

Be the first to lay your hands on the next edition of 'Front Drive' by joining in magazine stuffing. The work is not arduous, and you will be sure to enjoy the conversation.

Afterwards, we shall head out and stuff ourselves with dinner – 'Cheap Eats', in Box Hill.

### CCOCA AUCTION AND BBQ

WHEN: Sunday, September 19

TIME: From 12:00pm

WHERE: Mark McKibbin's, 310 Settlement Rd., Drouin

COST: Gold coin donation

BRING: All those bits you want rid of, food for the BBQ

BOOKING: Preferred

CONTACT: Mark McKibbin

[03] 5625 4020 [H]

secretary@citroenclassic.org.au

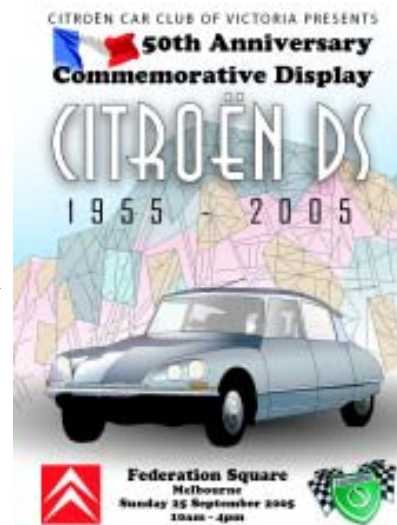
The CCOCA Auction has been missing from the calendar for a year or two, but 2005 sees its return. You could look at it as an opportunity to rid yourself of the rusty junk from the backyard, or a chance to pass on to another member that rare and valuable part that you know is in demand and better still it is an opportunity for you to find [and buy at a competitive price] that part you really need. [CCOCA commission: 10% on all items sold]

The Club's big boot Light 15 is being brought to the auction, so you can be sure there will be some great stuff. Bring the makings for a BBQ – Mark and Sue will provide the BBQ facilities, plates and so on... always a great day!

### DS 50TH ANNIVERSARY COMMEMORATIVE DISPLAY

WHEN: Sunday, September 25

TIME: 10:00am to 4:00pm



WHERE: Federation Square, Melbourne

COST: Free

BOOKING: Not required

CONTACT: Tom Grucza  
badja@alphalink.com.au

### MONTHLY MEETING – GUEST SPEAKER



WHEN: Wednesday, September 28

TIME: 8.00pm

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

COST: Free

BOOKING: Not required

CONTACT: Leigh Miles,  
[03] 9888 7506,  
activities@citroenclassic.org.au



The ignition system in a classic car is often the source of many problems. After many years the mechanical system is worn, and replacement of

## A-TRACTIONS

the points with an optical or magnetic setup, does not make up for wear in the advance mechanism, the shaft and bearings etc.



I23ignition is different. It comes in a housing, that looks exactly like its mechanical counterpart on the outside, but that houses a lot of high-tech on the inside.

A I23ignition keeps the looks under the bonnet 'original', but makes the engine spin like a Japanese sewing-machine! Moreover : you don't have to sacrifice your mechanical distributor.



Club member Ted Cross is the Australian importer of the I23 Ignition system and he will be telling us all the benefits of converting to the I23 system.

Supper will be provided.

## ● OCTOBER

### DAY RUN – CARS OF THE WORLD, CONCOURS, FORT QUEENSCLIFF



WHEN: Sunday October 2

LEAVE: 10:00am

FROM: KFC carpark, west-bound side, West Gate Freeway.

Melway 42, HI2

TO: Fort Queenscliff, Bellarine Peninsula, VicRoads 94, C6.

Town Map 299, R3

COST: General admission by donation at the gate.

BRING: Lunch, rug, chair or buy your lunch at the Concours

BOOKING: Essential by September 28

CONTACT: Leigh Miles, [03] 9888 7506,

activities@citroenclassic.org

WEB: www.carsoftheworld.com.au

Fort Queenscliff has been confirmed as the venue for the 2005 Cars of the World Concours d'Elegance and display. The carefully manicured grounds of the historic coastal fortress will be in pristine condition as veteran,

vintage and classic cars from around Australia congregate on the parade ground to enjoy the day's celebrations.

1955 saw the birth of one of the world's most affordable and desirable [these two words rarely combine] cars, the MGA. In 2005 the 'A' is still going strong and we are proud to announce that we are celebrating the 50th anniversary of the MGA with a special display of cars from the MG Car Clubs in Melbourne and Geelong.

Along with the gaggle of MGs in support of the A registers will be a wide range of cars from super cars to racing cars, touring cars to road cars, rally cars and racing cars. Feedback from last year's day showed much enthusiasm for the cannon firings. The Fort Queenscliff Museum will again organize the firing of these four period cannons during the day. Other attractions include the live bands playing, and many community stalls.

### DS 50TH ANNIVERSARY RALLY



WHEN: Wednesday, October 5

LEAVE: 6:00pm

FROM: KFC carpark, west-bound side, West Gate Freeway.

Melway 42, HI2

TO: Central City Caravan Park, 362 High St., Golden Square, Bendigo. [03] 5443 6937

COST: Free

BRING: Food for a BBQ

BOOKING: Essential, by October 1

CONTACT: Leigh Miles,

[03] 9888 7506,

activities@citroenclassic.org

This is a great chance for you to catch with the intrepid participants in the DS 50th Anniversary Rally. CCOCA has been invited by Brian Wade to join the Rallyers for a BBQ dinner on the night they are in Bendigo. This is the closest they are coming to Melbourne and promises to be an excellent evening. We will be making use of the BBQ facilities of the Central City Caravan Park, but you will need to bring all the 'doings' for your dinner.

### SIMCA RALLY @ ECHUCA

WHEN: Saturday, October 8 & Sunday October 9

TIME:

WHERE: Echuca

COST:

BRING:

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506,

activities@citroenclassic.org

### SYDNEY INTERNATIONAL MOTOR SHOW

WHEN: Saturday October 15



COST: General admission ticket  
 BOOKING: Not required  
 CONTACT: Your friends  
 The Sydney Motor Show is the

WHERE: Golden Castle Chinese  
 & Malaysian Restaurant,  
 I/ 432-438 Mitcham Rd., Mitcham  
 COST: \$25pp  
 BRING: BYO  
 BOOKING: Essential, by October 15  
 CONTACT: Ian Sperling,  
 [03] 9874 1960  
 andrea\_ian@yahoo.com

This is the suburban BYO Chinese restaurant that everyone remembers with nostalgic fondness. The meal arranged is a \$25 per head banquet which includes the following:

- Sweet Corn and Chicken Soup
- Sesame Prawns
- Satay Chicken Skewers
- Birds Nest Combination
- Lemon Fish
- Sizzling Mongolian Beef
- Special Fried Rice
- Dessert
- Coffee or Tea

Parking is available in the adjacent station car park.

## A-TRACTIONS

biggest in Australia, and is held at the spectacularly-sited Darling Harbour Exhibition Centre. While, as yet there is no word on what Citroën will be launching at the Sydney Motor Show, it could be first opportunity for the new C6 to be seen in Australia.

### AUSTRALIAN INTERNATIONAL MOTOR SHOW



### PRE-CONCOURS DINNER

WHEN: Saturday, October 22  
 TIME: 7:00pm



# 2005 Citroën Concours d'Elegance

## ALL CITROËN CONCOURS

WHEN: Sunday, October 23  
 TIME: 10:00am to 4:00pm  
 WHERE: Como Park North,  
 Williams Rd., South Yarra  
 COST: \$5.00 per car  
 BOOKING: Preferred  
 CONTACT: Ian Sperling  
 [03] 9874 1960  
 andrea\_ian@yahoo.com

This year the Concours is back at Como Park North. It's a great location, easily accessible and a very attractive setting. Across the road from the park there are barbecues available and a café, which has great coffee and snacks.

There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place.

This year it's CCOCA's turn to organize the biggest car orientated local Citroën event, and naturally CCCV will be there to lend a hand. It requires a lot of help. There is a variety of roles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like yourself help out that makes the event a success. So, shine your Citroën, bring along your family and friends and make a day of it. I look forward to seeing you there.

For any questions ring Ian Sperling on [03] 9874 1960

## MONTHLY MEETING – MINIATURE CONCOURS & PHOTO COMPETITION

WHEN: Wednesday, October 26  
 TIME: 8.00pm  
 WHERE: Canterbury Sports  
 Ground Pavilion, cnr Chatham  
 & Guildford Rds., Canterbury  
 COST: Free  
 BOOKING: Not required  
 CONTACT: Leigh Miles,  
 [03] 9888 7506,  
 activities@citraenclassic.org.au

Another old favourite makes a return this month. In keeping with the Citroën Concours d'Elegance last weekend, we will host the Miniature Concours at the regular monthly meeting.

Classes will include A-Series, G-Series, D-Series, plus others if we have a great number of entries.

But not just models: bring your pictures [digital images preferred, but

activities@citroenclassic.org.au

### CASTLEMAINE DAY RUN

WHEN: Sunday, November 13

LEAVE: 9:00am

FROM: Melbourne Zoo carpark  
opp Royal Park Station.  
Melway 29 E11

TO: Roger Brundle &  
Faye Dunstan's, Castlemaine

COST: Gold coin donation

BRING: Picnic or food for the BBQ  
[facilities supplied] and refreshments

BOOKING: By November 11

CONTACT: Leigh Miles  
[03] 9888 7506 [H]  
activities@citroenclassic.org

### MONTHLY MEETING – NOCTURNAL OBSERVATION RUN

WHEN: Wednesday, November 23

TIME: 8:00pm

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

COST: Free

BOOKING: Not required

CONTACT: Leigh Miles,  
[03] 9888 7506,  
activities@citroenclassic.org.au

### ● DECEMBER

#### EVENING BBQ

WHEN: Wednesday, December 14

TIME: From 6:30pm

WHERE: Mitcham

COST: Gold coin donation

BRING: Food for the BBQ [facilities  
supplied] and refreshments

BOOKING: By December 11

CONTACT: Andrea Fisher  
[03] 9874 1960 [H]  
president@citroenclassic.org.au

### GET STUFFED!

WHEN: Thursday, December 15

TIME: 7:00pm

WHERE: Leigh Miles', 16 Harrow St.,  
Blackburn South

COST: Cheap eats

BOOKING: Not required

CONTACT: Leigh Miles,  
[03] 9888 7506 [H],  
editor@citroenclassic.org.au

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Afterwards, we shall head out and stuff ourselves with dinner – 'Cheap Eats', in Box Hill.

### ● JANUARY 2006

#### DAY RUN – DESTINATION TO BE CONFIRMED

WHEN: Sunday, January 15

LEAVE: 9:00am

FROM: TBC

TO: TBC

COST: Gold coin donation

BRING:

BOOKING:

CONTACT: Leigh Miles  
[03] 9888 7506 [H]  
activities@citroenclassic.org

### MONTHLY MEETING – YARRA BANK BBQ

WHEN: Wednesday, January 25

TIME:

WHERE:

COST: Gold coin donation

BRING:

BOOKING:

CONTACT: Leigh Miles,  
[03] 9888 7506,  
activities@citroenclassic.org.au

### AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN: Thursday, January 26

TIME: Participants: 10:00,

Spectators: 12:00pm

WHERE: Participants – Northland  
Spectators – Kings Domain Gardens,  
Linlithgow Ave., Melbourne.  
Melway 2F J10

COST: Free

BOOKING: Spectators: not required

If you wish to display registration  
is required by November 30

CONTACT: Leigh Miles,  
[03] 9888 7506,  
activities@citroenclassic.org.au

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

## A-TRACTIONS

not essential] for the photo competition as well!

Naturally, supper will be provided.

### ● NOVEMBER

#### GET STUFFED!

WHEN: Thursday, November 3

TIME: 7:00pm

WHERE: Leigh Miles', 16 Harrow St.,  
Blackburn South

COST: Cheap eats

BOOKING: Not required

CONTACT: Leigh Miles,  
[03] 9888 7506 [H],  
editor@citroenclassic.org.au

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Afterwards, we shall head out and stuff ourselves with dinner – 'Cheap Eats', in Box Hill.

#### BENDIGO SWAP MEET

WHEN: Saturday, November 12

TIME: TBC

WHERE: Bendigo Show Grounds

COST: TBC

BOOKING: Not required

CONTACT: Leigh Miles,  
[03] 9888 7506,



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 the Event Director on [03] 5983 8981. Only vehicles manufactured before 31 December 1977 are eligible for entry.

### GET STUFFED!

WHEN: Thursday, January 27  
TIME: 7:00pm  
WHERE: Leigh Miles', 16 Harrow St.,  
Blackburn South  
COST: Cheap eats  
BOOKING: Not required  
CONTACT: Leigh Miles,  
[03] 9888 7506 [H],  
editor@citroenclassic.org.au

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## ● FEBRUARY

### DAY RUN – TRAMWAYS MUSEUM AND NORTH COUNTRY EXPLORATION

WHEN: Sunday, February 12  
LEAVE: 11:00am  
FROM: Melbourne Zoo carpark  
opp Royal Park Station.  
Melway 29 E11  
TO: The Tramway Museum,  
Union Rd., Bylands, nr Kilmore.  
VicRoads 60, H7

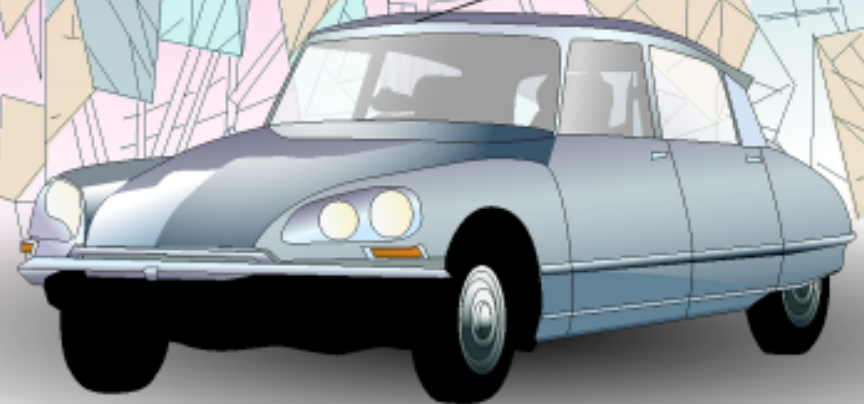
COST: \$8 museum entry  
BRING: Lunch, rug, chair, thermos  
ROADS: Bitumen  
BOOKING: Essential by February 4  
CONTACT: Leigh Miles,  
[03] 9888 7506 [H]  
activities@citroenclassic.org

You do not have to run to catch a tram at Bylands, in the rolling countryside. They are all sitting there, looking incongruous seen across the paddocks. Trams and a rural background are not a combination you encounter very often. So, come along and ride the trams at The Tramway Museum. The collection includes trams from Melbourne, Ballarat, Bendigo and Geelong and a display of heritage buses. Limited BBQ facilities will be available.

CITROËN CAR CLUB OF VICTORIA PRESENTS

## 50th Anniversary Commemorative Display

(ITROËN DS  
1955 - 2005



**Federation Square**  
Melbourne  
Sunday 25 September 2005  
10am - 4pm



The Citroën Car Club of NSW hopes that you will join us for Cit-In 2006 in Dubbo NSW. If you have always promised yourself a visit to the

Western Plains Zoo. The other dinner & lunch venue will actually be at the Western Plains Zoo. Show & shine will be very close to the main Dubbo shopping centre.

West Dubbo

Bowling Club will provide a great venue for sitting & chatting where an area will be provided for everyone including families with children. The main area of the club will also be available to adults for socializing.

#### LOCATION

Dubbo is centrally located in NSW on the main inland highway between Brisbane & Melbourne. What could be more convenient?

#### WEATHER

Dubbo is well known for its great weather in March and April. The summer heat is gone and we are left with lovely sunny days and cool evenings. Last year's daytime temperatures in April ranged from the 15° to 31°C with 22mm of rain.

#### ACCOMMODATION

There are a vast number of Motels in Dubbo with at least 6 within walking distance of the West Dubbo Bowling Club. Some of these Motels are offering special deals for Cit-In attendees. They are:

## CIT IN 2006

Western Plains Zoo then this is your opportunity. If you have already visited then you will know that the Zoo has fantastic displays of wildlife in natural surroundings that are easy and safe to view.

All this with your favourite Marque thrown in. Bring along your favourite Citroën or travel by train, bus or air... just be there.

The Citroën Car Club of NSW Inc is excited to offer you Cit-In 2006 in Dubbo NSW on the Easter weekend 14 to 17 April 2006.

Dubbo was chosen for many reasons and among them are:

- Congenial venues
- Central location
- Great weather
- Lots of accommodation
- Western Plains Zoo
- Many other places of interest

#### VENUES

The main dinner and meeting venue will be the West Dubbo Bowling Club on the road to the



• Abel Tasman Motor Inn  
133 Whylandra St Dubbo which is across the road from the main venue and

• All Seasons Motor Lodge  
78 Whylandra St right next door to the main venue.

Two great caravan parks are also within walking distance of the West Dubbo Bowling Club.

Dubbo is a very popular place at Easter so it will be very important to book your accommodation early. Some of the deals from the motels have agreed to block book rooms for Cit-In however, they must be booked by January 2006.

More information is available from our website.

#### WESTERN PLAINS ZOO

You can view this fantastic open range style Zoo from your car, a bike [can be hired] or by foot. Part of your registration will include two consecutive days entrance to the Zoo.

#### PLACES OF INTEREST

- Old Dubbo Gaol
- Dundullimal Homestead
- Military Museum
- Science Expo
- Shoyoen Sister City Garden
- Kangarra Aboriginal Arts Centre
- Jedda Boomerangs
- Mudgee Wineries

- Warrumbungles
- Wellington Caves

Here is the Citroën Car Club's website address. Our website will have a list of links to all the pertinent and useful websites needed to register, find places of interest and find accommodation for Cit-In 2006.

[www.citroencarclub.org.au](http://www.citroencarclub.org.au)

or email the Club at [cccfnsw@yahoo.co.au](mailto:cccfnsw@yahoo.co.au)

Our website will be updated throughout the year as new information becomes available so please keep checking to see what is happening.

If you do not have access to the internet please contact the Citroën Car Club of NSW Inc committee by writing to the postal address.

Citroën Car Club of NSW Inc  
PO Box 348  
Parramatta  
NSW 2124





Profile GHAC Historic Display day 2005 Post Classic Vehicle [triple dead heat]

1951 Citroën: Owners John and

## MEMBER'S MODEL

Tricia Fleming

The Citroën Light 15 was conceived in France in 1930 and released for sale in 1934. It was a remarkable car amongst its peers with many firsts in its design and was produced virtually unchanged until 1957.

First registered as WM 715 the car had been restored first in 1970 and was the subject of a report headed Trendsetters 'French Without Tears' in Wheels magazine's September 1971 edition. It also appeared in Restored cars No.13 Nov/Dec 1975, and reproduced in CCCV

newsletter of June 1995, some excerpts from that review are included in this report. Driven for a further 20 years it then passed into the hands of Geoff Cox who restored it again before selling it to us in 1999. We

have done some work on the motor and hope to rebuild it again properly in the near future.

The Citroën is now registered as ZZ 088 which was the registration number of the first farm tractor that I owned. As there was a plate still hanging in the shed we used it! As we are keen to return our cars to their original on road condition, we would like to get WM 715, [the first registration number] back on the car.

The engine is 4-cylinder in-line

OHV of 1,911cc with wet sleeves and mounted in reverse direction and driving forward through the front wheels via splined half shafts with constant velocity universal joints at the stub axle end. Three speed gearbox with the gear lever on the dash. Front suspension is fully independent via single lower link working on a longitudinally mounted torsion bar held in rubber bushed silent bloc type bearings. Upper link is of wishbone type. Steering swivels are large diameter ball joints. Self-adjusting rack and pinion steering provides pinpoint control. These cars were built in France and in England. Ours came from England so it has Lucas electricals and a different finish in the cabin, with wood trim and scuttle mounted wipers.

The car is interesting in Auto history in that it was the first to combine

front wheel drive, rack and pinion steering, independent front suspension and semi-independent rear trailing-arms on transverse torsion bars with a low slung chassis-less monopiece body. Not only is the car famous for this, but also the degree of roadholding, braking and handling remained virtually unrivalled by all but the most expensive sporting cars until the end of production in 1957.

Our car is still a delight to drive and we use it regularly as a hack and occasionally on club outings. Recently it was voted most popular car at our Citroën club June long weekend at Rawson. We have been to NSW, and many parts of Victoria with the Citroën club and look forward to many more happy outings in this attractive little car.

John Fleming

✂



*John and Tricia's fleet is not limited to the Light 15 and XM. There is a DS and some British thing. It seems to be related to a brick.*

Hi Leigh,  
Good to see the 'Wheels' road test of the early DS 19 in the latest 'Front Drive'. However, there appears to be

and, amazingly still exist. Two were sent out for the 1956 Sydney and Melbourne motor shows [March and April 1956 respectively] and a third for use by the French Embassy. Bob

thinks that, after the motor shows, one of the two show

cars was also used by the French Embassy. The car that 'Wheels' tested for their November 1956 issue was a French Embassy car registered in the ACT but was it I22, I23 or I24?


Another question is why did it take so long for a full road test to be published? The April 1956 issue of 'Modern Motor' has a publicity shot of the DS 19 on the cover with the tag line 'new Citroën here' [see page 24], and 'Wheels' May 1956 issue has

a report of a drive in one of the first Australian cars. I would have thought that Australian motoring journos would have been falling over themselves to get hold of the cars for an extended test. Was Citroën not confident of the reliability of the first cars to entrust them to journalists?

As I mentioned, these first three DS 19s to come to Australia still exist. Numbers I22 and I24 are with Bob Dirks near Tamworth, and I23 is with Lance Collins in Brisbane.

I will send you some photos from the 1956 Melbourne motor show courtesy of Bob.

Regards,  
Roger Brundle

On page 26, you will find the cover of the April edition of 'Modern Motor'. On Tuesday, April 10, 'The Argus' ran a souvenir guide to the Melbourne Motor Show. It included the advertisement from Commonwealth Motors featuring their range of cars and trucks. Image courtesy of Roger Brundle. 

*The second picture from Bob Dirks, via Roger Brundle. We cannot confirm whether these were taken at the Melbourne, or the Sydney Motor Show.*

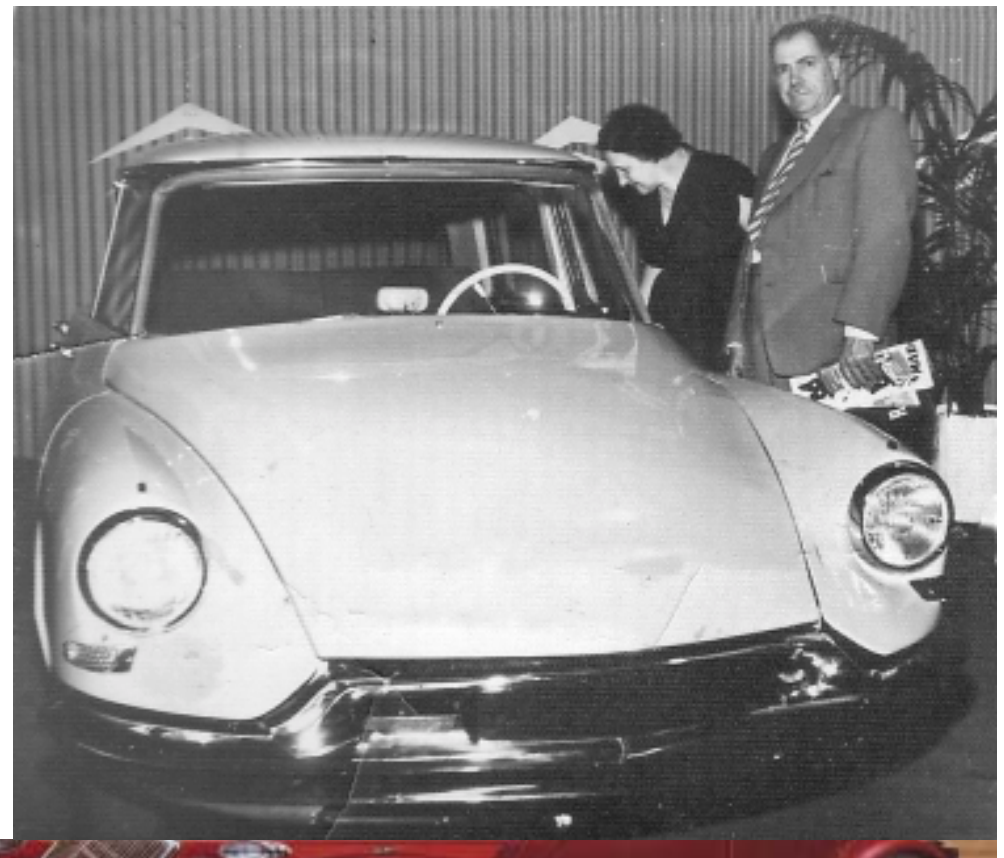
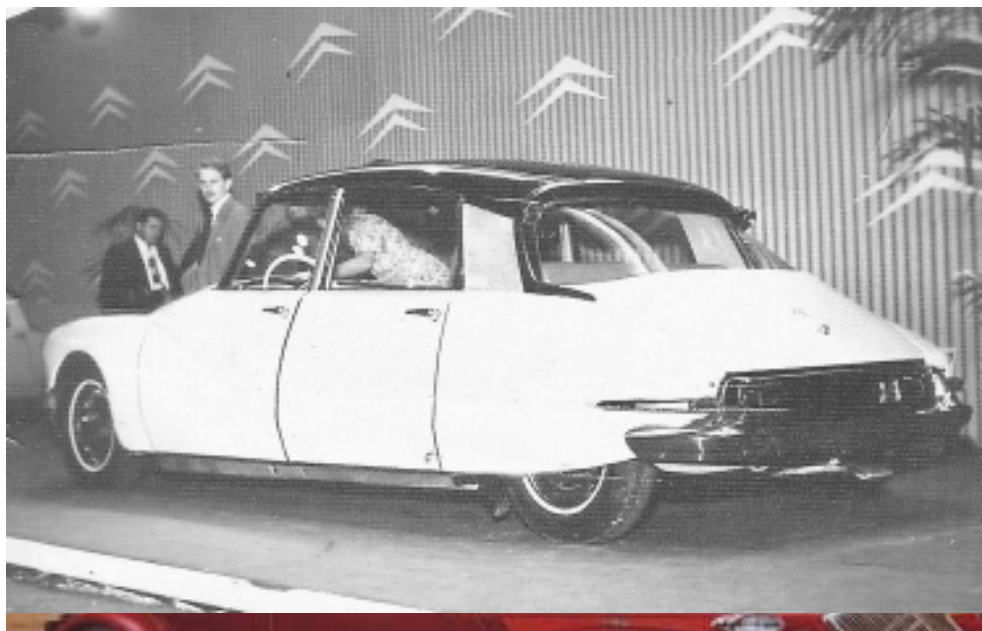
## YOU SED

a factual error in the text.

'Wheels' claim that 'the car tested had a low serial number [in the thirties] and was almost in the prototype stage'

When I read this article last year, I was surprised by this statement and took the question up with Bob Dirks who is an undoubted expert on early DS in Australia. Bob had no doubt that the car tested was serial number I22, I23 or I24. These three DS 19s were Paris sourced left hand drive cars

*True to his word, Roger has sent two pictures taken at the launch of the DS. The pictures are from the collection of Bob Dirks.*





## MEMBER'S MODEL





On Tuesday, April 10, 'The Argus' ran a souvenir guide to the Melbourne Motor Show. It included this advertisement from Commonwealth Motors featuring their range of cars and trucks.

**modern MOTOR**

**NEW CITROËN HERE**

**APRIL 1956 2/6**

**GADGET TO IMPROVE YOUR HOLDEN (p. 18)**

**1956 DS19**

**LARGEST NET PAID SALES OF ANY MOTOR MAGAZINE IN AUSTRALIA**  
(largest sales (pre-print population) of any motor magazine in the world)

**A MOTOR SHOW WITHIN A MOTOR SHOW**

**NEW CITROËN GODDESS DS19**  
COMPLETELY REVOLUTIONISES MOTOR WORLD!

**BRISTOL 403**  
Most beautiful car ever produced... the most perfect car for the motorist.

**BRISTOL 405**  
The first used in speed and comfort... and designed for maximum power.

**2CV CITROËN WONDER CAR**  
Smallest 1100 cc - 4 passengers only - 40 mpg - 28 m.p.h. - 40 m.p.h.

**TROJAN DIESEL**  
1,200 cc - 12 m.p.h. - 12 m.p.h. - 12 m.p.h.

**FEDERAL**  
The most powerful engine in the world.

**CARS 3 TRUCKS 21**

**COMMONWEALTH MOTORS PTY. LTD.**  
111-125 Westcott Street, Melbourne, VJ1516

The date of arrival of the first of these right-hand-drive production models of the DS 19 was 'soon' at the time of writing. By the time of reading, this hoped-for actual appearance may well have been realised. In the mean time other hopes can be forgotten - temporally, at least.

First shipment from England of the Slough factory's version of the DS 19 Goddess is well on the way - destination Australia!

The shipment comprises only two cars, and at least one of these must remain a demonstration model.

Assuming that the other is available for sale you'll need to be very, very lucky and very much a VIP to have your name even put in the hat for

selection. Your chance then is, of course, 'possible', if not very probable.

Point number two, despite hopeful reports to the effect of a slightly more spartan Goddess at a greatly reduced

## CITROËNS FROM SLOUGH

price, enquiries produced the sad, hard fact that there is no information on this point from the factory for the Australian would-be buyer. Rumour suggests that when supply meets demand, then the Slough factory may add a simplified version to the Citroën range. At present, with the DS 19 at an English price of some £1,800 sterling, the cost here must be as previously estimated, viz. £2,500 to £2,750 Australian.

And now, having explained the facts and thoroughly confused many hopes, here's what to expect in the English versions of the car.



*Full speed on a sharp turn. The Goddess takes it in its stride and the passengers feel no tilt or lean. Automatic compensation also operates on the brakes according to load.*



**DISPLAY REPLICA**

It is surely as safe as Citroën's own front wheel drive to say that the greater majority of the men, women and children who came to see the

structure, would certainly allow other types of bodies to be installed. The striking, futuristic appearance of the body 'as is', in admirable partnership with mechanical features, may seem

the answer to most requirements, but some buyers

may prefer to wait in hopes of perhaps an open sports model.

**ON THE ROAD**

With the automatic clutch you can take your choice of a start in first or second gear, and make it either smooth and regal, or as snappy as a trials take-off. For gear changing, make a finger tip selection on the small lever under steering wheel and the car does all the rest. The three upper range gears in the four-speed box are synchromesh, first can be engaged at quite a fair speed. Even reverse can be engaged while the car is moving forward which is not to be recommended, but remains as a fact.

Braking by the dipper-switch size 'pedal' plunger is light and smooth, the main difficulty being to become used to the small amount of foot movement required. In addition there is an emergency brake in a pedal which duplicates the hand brake control.

Steering is 100% power-assisted, and a small cam on the steering shaft gives a directional bias straight ahead, replacing the customary

castor action. Effortless control of the 'Spokeless' steering wheel allows time to ponder on the fact that, when travelling in a straight line, the steering column shaft extension [which leads in place of a spoke to the rim] is at a two o'clock position and, in the event of a collision will not impale the driver in traditional manner but should deflect him inwards towards the middle of the front seat.

The four-cylinder power unit incorporates a new aluminium cylinder head on the previous D model cylinder block and crank case. It has a bore of 78mm and stroke of 100mm [1,911cc] and develops 75bhp at 4,500rpm with a compression ratio of 7.5 to 1.

Valves are inclined overhead, pushrod operated. Transmission is via a single dry plate clutch through the gear box which offers the following ratios: Top [Synchromesh] 3.30; 3rd [s/m] 4.78; 2nd [s/m] 7.35; 1st, 13.8 and reverse, 14.8. There is, of course, no propeller shaft, and final drive is by 9/35 hypoid bevel.

The ignition system is different, too. It doesn't even have a distributor. There are two coils for the engine's four cylinders instead of the usual one. The only timer required is a make-and-brake device that never needs adjustment and is waterproof.

**GLIDE AS YOU RIDE**

Suspension closely follows the lines

tried out on the Citroën Six. Each spring is pneumatic, with inert nitrogen gas enclosed in a sphere and compressed by fluid acting on the outer side of a flexible diaphragm. Thus, there are no metal springs between the wheels and the body which literally floats on compressed air.

Turning, the body remains at a constant level regardless of load, and this level is adjustable so that you simply select the ground clearance level desired, and ride the roughest bumps without fear of bottoming.

The key to this air-oil suspension system is, of course, the central hydraulic system which powers all the accessories, brakes, clutch, gear shift, suspension and steering.

Here, incidentally, Citroën have solved the bug-bear of most front-wheel drive cars including their own previous models, that is, heaviness in steering allied to a poor turning circle. Thirty-five feet gives the Goddess sufficient ground for a full turn.

**CITROËN HYDRAULIC SYSTEM**

Hydraulic systems carrying pressurised fluid to all parts of the car are predicted for all cars in the future. The DS 19 Goddess has it now. It also has 115 feet of tubing to do the job, possibly a sobering thought for the average man who has trouble enough bleeding hydraulic brakes.

**CITROËN FROM SLOUGH**

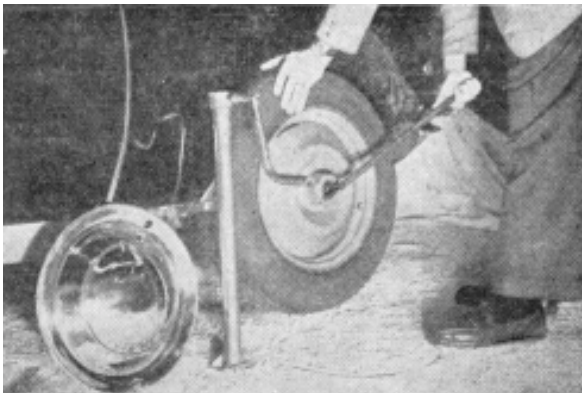
French model when it was on display, were conquered by at least several of the outstanding features, if not by their sum total as displayed so elegantly at the motor shows.

The English DS 19's should be no disappointment. With the exception of right hand drive which is a necessity, and leather interior trim which is an improvement, they are in effect actual replicas of their French sister.

Whether amendments will be made to the use of plastics in the present positions and strengths remains to be seen.

One point is no secret: design of the massive punt-like chassis which carries a comparatively light body

*Wheel changing made easy. You press the button and the Goddess the rest — or almost. Drive wheels are driven from the hub by a hexagon to which they are locked by a hollow-headed set screw.*



A belt-driven hydraulic pump and reservoir feeds an elaborate hydraulic system used for the four wheel oleopneumatic independent suspension. Even with the pump out

rack and pinion steering is hydraulically assisted by a booster cylinder on the end of the rack, controlled by a two-way valve on the steering column.

A twin V belt takes the drive from a pulley

on the end of the camshaft to the dynamo and water pump, on the end of which is an eight-bladed fan moulded in nylon and running in a ducted cowl behind the radiator. A single belt drives the hydraulic pressure pump from the same camshaft pulley.

Much depends therefore, on simple belt drive to keep the vital hydraulic system applying power, and in fact, despite the complications of the Citroën DS 19 seen as a whole, many of the individual components and features are based on quite straightforward principles well tried in previous cars or in other engineering fields.

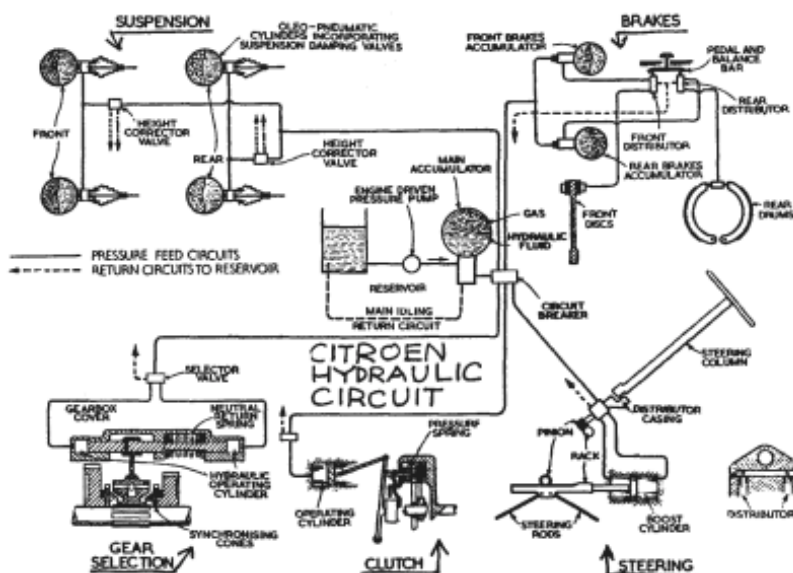
This article first appeared in 'Australian Motor Manual', on November 15, 1956.

## CITROËN FROM SLOUGH

of action, a storage reserve of fluid 'under pressure' would keep the system operating for a time.

Other circuits supply hydraulic power for operation of the four-speed gear box and clutch, controlled by the lever on the dash. The clutch pedal has, therefore, disappeared and clutch action begins automatically at the moment of gear change.

Another circuit operates the brakes. These are inboard discs at the front, and normal drums with leading and trailing shoes at the rear. Finally, the



Continuing the current theme in this series of looking at miniature versions of the Citroën DS/ID, this article turns the spotlight onto the Citroën D-Series station wagons, known as the Familiale or Break in France, and as the Safari in English-speaking countries.

In the days of the Traction Avant, Citroën had offered a Commerciale version which, based on the long-wheelbase Traction Familiale, was designed to carry bulky objects. After the DS was launched, it was natural for Citroën to consider producing a station wagon version of the new car, particularly as rival French companies such as Simca, Renault and Panhard all had large-capacity station wagons on the market. With its hydropneumatic suspension enabling heavy loads to be carried at a constant height, the DS was an ideal vehicle to be offered as a station wagon;

moreover, the long wheelbase meant that there was no requirement for it to be lengthened – although there was an extension to the tail of the car, but only by

## Toy A-Tractions

just over 7½ inches compared with the saloon. Production commenced in late 1959 and was partly sub-contracted to the coachbuilding firm of Carrosserie de Levallois, which amongst other items, fabricated the neatly-designed two-part tailgate. Ambulance versions of the station wagon, produced by Citroën as well as by a range of specialist companies, were particularly successful and demand for them was so strong that they remained in production for several months after production of the saloon and station wagon ended.

Just as French Dinky Toys had produced an attractive and well-proportioned model of the DS saloon, so it also came out with

*Citroën was not alone in producing estate versions of their mainstream models. Left to right: Fiat, Peugeot 203 and Citroën's DS*





an excellent representation of the Break [French Dinky No. 539]. Although the tin base of the model carries the legend I/43 – 62, indicating its scale and first year

1968 to 1971. The roof carries a detachable aerial, camera and cameraman all of which are on a revolvable mounting. Not surprisingly, it is particularly hard

to find this model in good and complete condition. If

you happen to have a mint and boxed version of the 'RTL Luxembourg' version, and if the T of the RTL wording is in black and white check instead of plain black, you're looking at a model that carries a valuation of around \$11,000! Such are the vagaries of collecting!

The British firm of Corgi Toys produced three versions of the DS: the saloon, Chapron Le Dandy coupe, and the Safari. The saloon had first appeared in December 1957, making it the first foreign car in Corgi's range. Some of the advertising for the model noted that 'This is the most advanced car in the world today and the Corgi DS 19 the most advanced model.'

In April 1964, the saloon was joined by the ID 19 Safari. By this stage, all sorts of novelties were being fitted to Corgi models in order to keep them attractive for children and in order to beat Dinky Toys. In the Safari's case, the model appeared in a large number of guises. The original version was finished in bright yellow, and as befitted its English name, was kitted out as though it was on an East African safari: on the bonnet was an East African-styled emblem with the words 'Wildlife Preservation', there was a roof rack with safari-type luggage, driver and passenger wore tropical clothes, and as the advertising breathlessly announced, the back seats can be lowered by remote control, which was achieved by a thumb wheel fitted to the base of the model. This is now a scarce model in mint condition, particularly as the

luggage could be removed and therefore lost. Over half a million of these models were sold, and Corgi capitalised on its success by bringing out a number of other versions of its Safari.

Coinciding with the 1964 Winter Olympics at Innsbruck, there appeared a Winter Sports version. The bonnet now featured an Olympic emblem, the roof rack carried two pairs of skis and sticks, and an Olympic skier model was also included. Again, this is now a scarce model in mint condition with all accessories intact. After the end of the Olympic year, the emblem on the bonnet was changed to read 'Corgi Ski Club'. In time for the Christmas market at the end of 1967 there appeared yet another version, this time with a bonnet emblem reading Grenoble Olympiade 1968. There was a new ski figure, this time joined by a

*Dinky model I404, complete with the cameraman and tour de France cyclist. Unfortunately, this despite its good condition is not worth \$11,000.*

## TOY A-TRACTIONS

of production, in fact this Dinky was available from 1963 to 1966 and could be bought in two colour schemes: metallic gold with cream roof or a rarer metallic green-gold with cream roof. With white tyres and red interior, this is a striking-looking model. Dinky brought out two modified versions of their ID Break. The first was an ambulance version [No. 556] in grey with cream roof that was on sale from 1962 to 1970, and which carries the title 'Ambulance Municipale' down its sides. The other modified version was a camera car in grey and red [No. I404] bearing the wording 'Radio Télé Luxembourg', or more rarely 'RTL Luxembourg' down its sides. This model was on sale from

*Two ambulance versions of the estate. On the right is Dinky model 556, referred to by Mark in his article.*



tobogganist. The start of the seventies saw sales of Corgi models begin to noticeably drop; in 1969 a factory fire had wiped out all the stock and whilst production

condition.

Another company that offered novelties with its models of the ID 19 Break was the small French CIJ concern. In its 'Europarc'

range of models, it offered a

## TOY A-TRACTIONS

quickly restarted, sales were further affected by a growing number of competing toys on the market. Corgi produced a range of new models during the year, and they were joined by some old faithfuls in new guises. Amongst the latter was a final version of the Safari, this time as an 'Alpine Rescue' car; the contents of the roof rack were changed, and there was now the figure of an Alpine rescuer, plus St Bernard dog – complete, I'm happy to say, with a brandy barrel around its neck. The number sold of this final Corgi Safari were well down on previous offerings – again, nowadays a scarce model in mint

number of versions of the vehicle from 1962 until 1965. One such version, in blue and white, carried the wording 'Croix-Rouge française' plus Red Cross badges, and had a battery-powered flashing roof-mounted light. Also included were a Red-Cross tent in plastic, and figures of a doctor, nurses and patient. Another small French company, Clé, brought out a very similar model, but in slightly smaller  $1/48$  scale as opposed to the more usual  $1/43$ . The French equivalent of Matchbox Toys, Majorette, brought out a model of the ID Ambulance with special Heuliez bodywork in  $1/65$  scale, and the

British Husky Toys also did an Ambulance at about this scale. Early models of the ID Break from the well-known French toy manufacturer, Norev, like its miniature DS saloons, are now frequently only found in a rather deteriorated state due to the warping of the plastic material in which they were produced. However, the model was reintroduced in the mid 1990s, this time in metal. This version remains in the Norev catalogue, and over the years has appeared in various guises, including as an ambulance. Some versions carry adverts such as for the Banania

drink. The Italian RIO company also currently has an ID Break in its catalogue. This is a well executed model which contrasts favourably with the same company's rather oddly proportioned version of the DS saloon. Many different versions of RIO's ID Break are available. Unique to RIO is an ambulance with green crosses; on the model appear the words 'Croce Verde Viareggio' and 'Associazione Di Pubblica Assistenza E Salvamento' – just as well that Citroën's station wagon was a lengthy vehicle!

Mark Ebery

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*Left to right: the 1964 Winter Olympics Safari and the Paramount Tour de France utility, both from Corgi [models 21101/59 and 2368/69]. The final model is the RIO estate.*

*Three of the smaller models to which Mark refers. Left to right:  $1/65$  scale Majorette ambulance, Corgi Juniors Whizzwheels and Husky's Safari.*





Repco Spectacle Plates –  
Article by Bernie  
Hadaway

In the early 1950s a newly formed

competitive motor racing, which was in those days possible, with a modest outlay of funds.

At this time many potential competitors saw the opportunity to use the Citroën Light 15 gear box, Paul

England was one of these. It made it possible to construct light, competitive racing cars with the engine and transmission behind the drive, driving the rear wheels.

I was at that time part of the scene but not directly involved due to a preoccupation with ready-made MG's. My first Citroën came later. However, I was aware of the activities of Paul and others and of their tribulations with their many primitive constructions involving a variety of motors, including the favourite J.A.P. engine from which the original Cooper racing configurations grew.

Photo No. 1 shows one of these at the Balcombe Army Camp circuit, which was situated at Mt. Eliza and is long since disappeared. I took this picture in 1950.

It was not long before the introduction of more powerful engines lead to big troubles with gearbox disintegration due mainly to crown wheel and pinion failures.

The second gear problem, which still plagues us on occasions, did not exist as imported four-speed gear components filled the box. As I

recall this resulted in a strong, noisy crash-change box with no reverse gear.

Paul identified the problem as being due to the crown wheel Timken bearing spreading apart under the influence of the increased transmission loads, disturbing the mesh setting – with dire results! The bearing caps needed to be restrained from spreading under these loads and Paul's solution resulted in the two spectacle plates [I do not know how they acquired the name, but one can guess that they resembled spectacles]. The plates effectively bridged the two opposite bearing caps limiting the tendency for spreading and this helped to maintain proper gear teeth meshing.

As I recall the gearbox modification

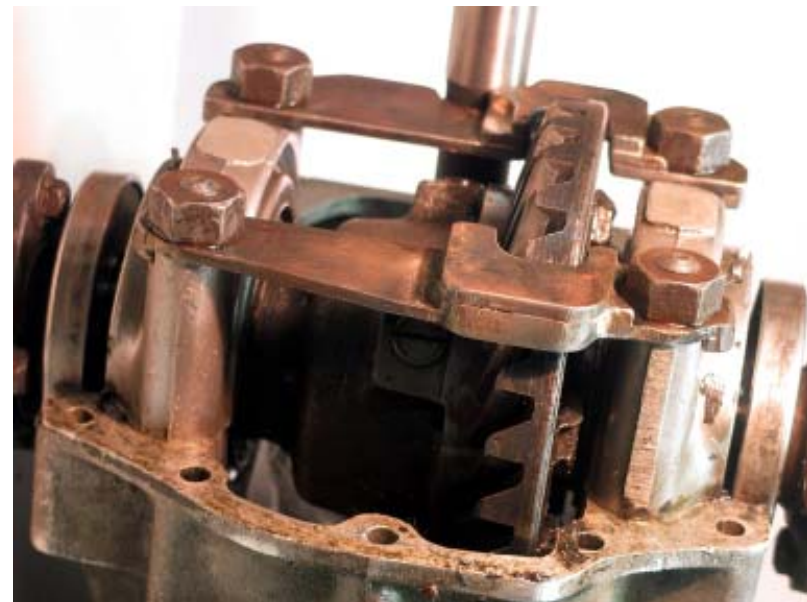
effectively reduced the pain and improved gearbox reliability. The Citroën Light 15 gearbox survived many years until the superior boxes, including the Climax, became available.

After 1956, being now a Citroën Light 15 owner, I became interested in the spectacle plates, but the moment had passed, and I never got round to fitting them. However, it now transpires that I have decided to give my spare engine and gearbox the 'once over' before putting in to stock. I decided to use the occasion to construct and fit reproduction plates as near to those fitted by Paul over 50 years ago.

Photo No. 2 shows the fitted assembly of plates. The construction method uses a lamination of 3/16

## TECHNICAL TALK

Repco Research establishment under the legendary Charlie Dean of Maybach fame became involved in the early post-war Australian motor sports scene. It was not long before he gathered around him a group of young enthusiastic engineers, including a young Paul England, who saw the opportunity of becoming involved in the amateur



inches mild steel plates bonded by silver brazing.

Photo No. 3 shows how the spreading tendency of the bearing caps is resisted by abutment lugs,

but I may have got a bit carried away with my laminations around the crown wheel bridge! Perhaps I have got one too many, but 'better to be sure than sorry'.

## TECHNICAL TALK

which interact directly and firmly against the bearing caps. This tends to negate any possible movement under clamping where direct friction is responsible for this function.

Photo No 4 shows the caps are pre-machined to provide accurate fitting abutment locations.

I am fairly sure the plates represent reasonably accurate reproductions –

I have never been really convinced that

for the normal driving that we Citroën enthusiasts enjoy, how necessary these plates are, and I have a theory that there are other precautions that we could apply to avoid that dreaded crown wheel and pinion calamity. This is another story...

Bernie Hadaway



**S**lough Aircleaner – The Final Solution. Well theory is just



that. While it looked good on paper, the planned air cleaner modifications from the last editions article were just a bit impractical. Finding a supply of foam sheet suitable for oil impregnation as an air filter was just not that easy.

Not only that, it turns out that the hastily reached conclusions about the original intake mesh were wrong. There are 25 holes of about 1.2mm diameter to every square centimetre of mesh. There is around 10cm of mesh tube with a diameter of 6 cm. Thus, we have about 190 square cm of mesh. If we assume an effective diameter of each hole to be 1mm, then each hole is 0.00785cm<sup>2</sup>. [Anyone else would have said 0.7854mm<sup>2</sup>. Ed.] Now there are 25 x 190 holes so the effective area for intake is 37.3cm<sup>2</sup>. This is 157% of the area of the baffle plate opening [5.5cm ID].

So now that the original mesh intake area is shown to be OK, it is possible to take another approach using a commercially available filter pod attached to the mesh tube behind the baffle plate at the front end of the unit. Unifilter make a wide range of pod filters and one fits just perfectly into the aircleaner tube [UP6052].

The only trick now is to secure this setup inside the tube.

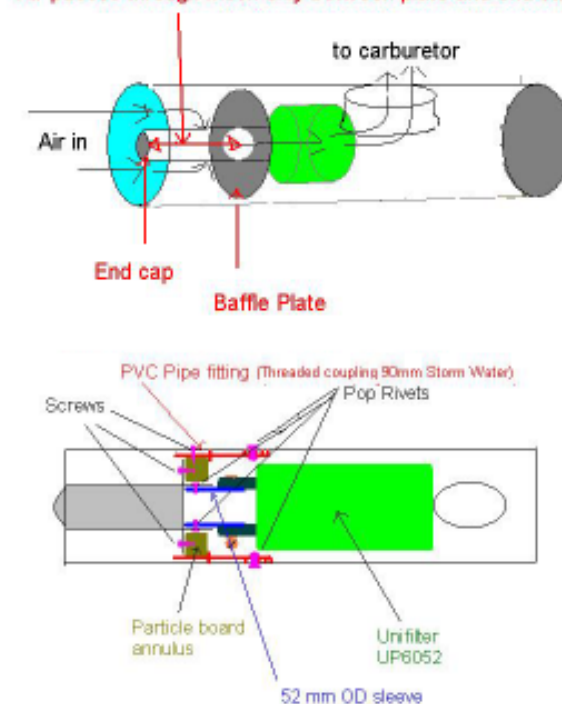
This is where a little improvisation was required. We used a 90mm threaded PVC plumbing coupler to

sleeve the tube and accept an annulus of particle board. The baffle plate of the original mesh intake is screwed onto this annulus. A 52mm OD sleeve is riveted into the mesh tube behind the plate to accommodate the filter pod. All this is far easier to visualise – have a look at the illustration below.

Stepwise it goes like this:

[1] Get rid of the carpet underlay that lines the tube along with the 60 years of grot it has collected. Then flatten the lip at the open end of the tube. Flattening is required in order to insert the PVC sleeve that supports the filter unit.

Air passes through mesh only between plate and end cap





[2] Modify the original mesh 'filter'. Cut the mesh tube about 3cm behind the baffle plate [the carburettor intake end]. Remove the lip from the plate. Cut the mesh from the flange that

using four screws.

[6] Insert the PVC plumbing part into the tube, threaded end first. This may take a bit of force or cunning. Secure it into place using pop rivets through the threaded section. [This creates the least

distortion] There will be a gap of about 2mm between the PVC fitting and the aircleaner tube. Fill it with gap filling goo, being careful not to get any on the inside of the PVC tube.

[7] Oil your filter, attach it to the 52mm tube, and insert it into the sleeve in the tube, securing it with three screws.

The only thing left to do now is to tidy up and paint the bloody thing again.

Leaving you with a completely original in appearance but properly functioning aircleaner that is able to be easily maintained.

Parts List:

- 1 x Unifilter Universal Pod Filter P6052: \$28.00
- 1 x Unifilter Filter Oil UBH01: Order over the web: <http://www.uniflow.com.au/> \$8.90
- 1 x PVC Coupling Threaded 90mm SW, from your local plumbing supply \$4.90
- Some scrap particle board around 18mm thick
- Assorted pop rivets and screws
- Silastic or similar.

Rod Ward



## TECHNICAL TALK

bolts to the carburettor horn. Save the flange 'cos you will need it to attach the horn when you are finished.

[3] Pop rivet a length of 52mm OD tube inside the mesh tube. This is used to mount the pod filter which has a 52mm ID. [I used a convenient spray can that just happened to be the right diameter].

[4] Now make the particle board annulus. This part requires just a bit of precision. But it can be simply achieved – heck I did it as follows however those with access to wood turning equipment won't need instructions!

[a] Cut the board into a rough circle of about 100mm diameter using a jigsaw.

[b] Drill a 6mm hole in the centre and secure a 6mm bolt long enough to be attached to an electric drill.

[c] Secure the drill into a vice and using a surform rasp or similar, whittle the spinning disk to fit exactly into the PVC plumbing part [non threaded end].

[d] Use a 60mm hole saw to remove the centre.

[5] Secure the annulus to the now flat baffle plate, on the filter end,

Fleet Follies returns this month, after being missing from the last few editions of 'Front Drive'. Each month members of the Committee share with us what has been happening in their fleet. For some the

months since their last paragraph, or two, might have been filled with 'stuff', for others their report may nothing more than saying how well their car has been running. This issue Ian Sperling's is just like that and to an extent so is Rob Little's.

It is left to Mark McKibbin to share with us his latest purchase.

### MARK MCKIBBIN – SECRETARY

Not much on the Citroën scene this month except I have said farewell to the ID19B, it has been sold on Ebay and now resides in WA! The replacement is French and a marque that was I think absorbed by the PSA group but more on that later.

### TRACTION 11BL

After speaking to Robin Smith about the inability of my foam air cleaner element to muffle sound he offered a Torana air filter that he had used while his car had a Solex carby, but alas my engine must be mounted higher as the bonnet will not shut when it is attached. But I can report that it is quieter so is my engine mounted too high or is

Robyn's too low... to be continued.

### 2CV

Is going very well and has been

## FLEET FOLLIES

pressed into full time service while the front of Sue's Land Rover is being repaired after a minor incident.

### 5CV

Went on a run yesterday and on the way home she refused to shift out of first. I thought that this was not as bad as no gears at all, so proceeded home at a slightly more leisurely pace. I will look into it over the next month.

### SM

Nothing to report, I am still taking the engine out.

### DARRACQ 1924 15/40 DS

#### SPORT

It is not a Citroën but it is French! Darracq is a very old brand name and at one stage even held the land speed record, after the First World War the company combined with Sunbeam and Talbot. In France the car was a Talbot or a Talbot-Darracq and in Commonwealth countries it was a Darracq as I think the Talbot name was already taken in England by someone else.

Just as a bit of trivia: the film 'Genevieve' a comedy [1953] was about a 1904 Darracq veteran car driven by John Gregson and Dinah Sheridan in the London-to-

tachometer, ampmeter, clock and oil pressure gauge only the latter worked. These have been sent through Rob Little to instrument maker Dennis Burr who is currently having some fun with them.

Mark McKibbin

## FLEET FOLLIES

Brighton run.

I am working on improving the brakes on this car; like most cars of the time the brake drums are made of steel instead of cast iron and subsequently were not that good. With the help of David Gries I have found a company that will manufacture new cast iron drums at a reasonable price. Luckily, the Darracq has four-wheel brakes although the front brakes are smaller than the back ones. This would have been a carry over from the previous model that had only rear wheel braking. The only other thing that needed attention was the instruments, out of speedometer,

### ROB LITTLE - SPARE PARTS

Not a lot has been happening in restoration as holidays and other obligations have taken precedent, but I have acquired a set of twin S.U. carburettors for my Light 15.

Peter Sandow heard of my desire and had a set in his shed that have been collecting dust for at least the last decade and graciously gave them to me. Thanks again Peter.

Clubs can be a wonderful source of parts and information, these carburettors have now been fully overhauled by John Cheal from Wilson Carburettor Service in Airport West; all polished and missing parts replaced, fuel pipes fitted and are awaiting pick up.

Ted Cross tells me they were a part of a collection purchased by the club over 10 years ago and sold to various members. I certainly hope to make good use of them. All I need now is to purchase a couple of air cleaners from a company out at Thornton Crs, Mitcham called High Performance Products who manufacture quality air

cleaners for SUs complete with paper elements.

I did put a few pieces on the ID to show the people visiting for the Bastille Day luncheon that I have not been completely idle, but a check of reality reveals that not a lot has happened there in the last couple of months. I mentioned in the Spare Parts News that the test of the I23 ignition is still coming and I hope to combine it now with the fitting of carburettors and supply a few pictures also, so all of this to look forward to in hopefully the near future.

Rob Little

### IAN SPERLING - COMMITTEE MAN

Recently use of my 2CV has been relatively quiet with only the occasional

suburban trip here or there. The only exception being a day trip for Andrea and me to Shepparton for Bastille Day.

With an early start, the weather was frosty cold, clear and no wind, which for a 2CV means good conditions. These little cars invariably seem to run better in cold air conditions. Maybe it is because colder air is denser and so, more oxygen per volume. Maybe it is just folklore. Either way, perception is reality and we had a zippy trip up to the Little's residence. After a coffee and croissants, it was off to Dookie for lunch. Bastille Day was a great event with delightful entertainment Afterwards it was an uneventful trip home. Many thanks to Rob for a great day.

Ian Sperling

*✂*

*No, this is not Mark's Darracq, but it is probably the most famous Darracq in the world - the 1904 model that appeared in the movie 'Genevieve'.*

*I found a wonderful web site on the movie, that is well worth a visit if you have some spare time. It is <http://www.donbrockway.com/genevieve.htm>*





The report on the I23 Ignition will once again be carried over to the next issue, but anything good is well worth waiting for. The first subject

next shipment of mufflers. Any member interested in purchasing these caps should contact me and I will send them out as soon as they arrive and if orders exceed our supply I can re-order some more, as once this

small stock is used up they will no longer be available again.

Getting together with members always yields good results. Chatting with Bruce Stringer at Rawson and looking at his newly acquired Traction and discussing exhaust manifold maladies, I suggested after repairs he may enquire about having the manifold coated to reduce the heat levels retained by the unit and reducing the possibility of further cracking. Bruce obtained some prices from Jet Hot Coatings of Castlemaine, a 4 cylinder exhaust manifold costs \$115.00 to be coated, the inlet manifold \$85.00 and the engine pipe is \$14.00 per foot. This treatment results in the heat being retained inside the pipe or manifold and not being transferred outside to the engine bay area. I believe it would extend the life of manifolds, which as we all know, are very prone to cracking. Another company that can do a similar coating to Jet Hot are HPC High Performance Coatings, their website is [www.hpcoatings.com.au/](http://www.hpcoatings.com.au/) and

they have agencies in Victoria, New South Wales and Queensland. I have seen a Porsche that had been treated with this and the owner raved about it; they also offer other internal treatments such as ceramic coatings for pistons and valves, wettable SDF coatings for piston skirts and the list goes on as far as the wallet extends.

While on the subject of cracked manifolds our Albury/Wodonga members have found and can recommend a repairer. Leigh Mason had his manifold repaired by this firm two years ago and it is still going strong. Barry Rogers from Chiltern is about to send his away also and John Grieve is going to send the manifold off his Big 6 for repairs. The company is: Whippet Engineering of 523 Nurigong St. Albury, their phone

number is [02] 6023 6174.

They appear to be well experienced in this type of repair. Further information may be sought from Leigh Mason, if you do not have his contact number from the membership list, give me a call.

Another interesting part recently procured is the kick plates for both front and rear mudguards that were made by Robri. I brought a set in for Bruce Stringer and they really look good and sold at the wonderful price of \$27.00 each, so if you are looking at these items on your car and wondering how to restore them to new condition, I am certain it would cost more than the purchase price to even get them close.

Rob Little

✂

## SPARE NEWS

this month is the resurrection of adjustable lower ball joint caps for four cylinder Traction. After a request from a member, and seeing them fitted to Peter Sandow's car, I sent a request to Rob Koffijberg. Rob then informed me that the Dutch club had 1,000 of these made some years ago and still had around 100 left in stock. He offered them to us at a reduced price resulting in our members being able to purchase these from the club for \$40.00 per set. These caps eliminate the need to use shims in the adjustment of the lower ball joint and are of a very sturdy construction, the sealing surface is nice and flat unlike the lighter standard cap, which is often dished and hard to seal, resulting in the ingress of dirt and water to the ball joint. I have ordered 10 sets, three of which are already sold and have been dispatched and before I photographed them for the magazine, so you will need to use your imagination. Due to the weight of these caps I only brought three sets in by air, the rest are coming seairmail with the

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
Greg	Bunting	Richard	Homersham	Andrew	McDougall	Warren	Seidel
Mel	Carey	Geoff	Hooler	Mark	McKibbin	Robert	Shackley
Gerry	Carson	Michael	Hort	Leigh	Miles	Peter	Simmenauer
Jack	Couche	Alan	Hurst	Laurie	Moers	Lois	Smart
Jeff	Cox	Keith	James	Michael	Molesworth	Robin	Smith
Adelino	D'Silva	Jean-Pierre	Jardel	Derek	Moore	Barry	Teesdale
Doug	Crossman	Fred	Kidd	Dave	Morrell	Mark	Vickery
Jon	Faine	Rob	Koffijberg	Ronald	Murray	Brian	Wade
Greg	Fienberg	David	Law	Mike	Neil	Hughie	Wilson

## FOR SALE

**11 BL SMALL BOOT**

Unfinished Project. Part restoration reluctantly for sale.

Mechanically restored with lots of new parts including 4 new Michelin 165x400. Shell repainted. Doors and guards to finish. Needs the new wiring loom installed and interior to be finished. Runs smoothly. Original 6 volt electrical system retained. Excellent rust free hull. Old rego number UH 239 [no plates]. Painted Rouge Delage.

Expecting \$6,000 [or near offer] for this substantially restored [but unassembled] sought-after model. Phone: David Hayward 04 3291 4747. [29/3]

**2002 C5**

2.0litre petrol, alloys, auto, cruise control, silver, 58,000km garaged in Goulburn, NSW, 1 female owner. NSW reg AMK 432. \$28,000 ono [29/3]

**1974 G5 1220 CLUB**

Blue, 73,000 miles, 4-speed, no rust. NSW reg QYQ 898. \$600 ono. Contact: Chris Harmon: Phone/Fax: [02] 4829 0292, bbennett1@bigpond.com.au [29/3]

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

**1974 DS SAFARI**

This very original 4-speed DS Safari in duck-egg blue, with spotless dove grey leather has been fitted with new carpets and roof lining. It is immaculate throughout – reflecting its believed original 84,000 miles. It is a fine, original, unrestored car and is for sale 'as is', without a RWC. Reg: LKJ 205. \$17,000. Contact: Anthea Ball, [03] 9510 2183 or bardotball@iprimus.com.au [29/3]

**BIG 6 EXTRACTORS**

Fabricated extractor style exhaust manifold for Big 6. Suitable for single or double system. Standard mild steel or stainless construction at slightly higher cost if required. \$600 [std] Phone: Mel [03] 9419 4537 [29/3]

**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 80I. Phone Rob Little [03] 5823 1397. [29/1]

**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 [29/1]

## FOR SALE

**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]. [29/1]

**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] [29/1]

**1954 LIGHT 15**

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

**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 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]

## WANTED

**H V A N**

I'm actually a classic motorbike enthusiast in the Blue Mts, NSW, who wants to carry my 2 bikes to meetings in a Citroën H Van. Who's got one for sale at a price less than that which will require mortgaging my mother-in-law? Cash available. Contact: Jeffrey Moran icedvovo@dodo.com.au [29/3]

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

Right: Big 6 extractors from \$600.

