

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR CITROËN OWNERS AND ENTHUSIASTS



DIRECTION DU COMMISSARIAT
DE LA MARINE



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club



OCTOBER/NOVEMBER '05 Vol 29 No 5

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

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.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

COVER IMAGE

The cover image is taken from the 2005 Traction Avant Nederland calendar and shows Le Foyer Marin, rue Yves Collet in Brest.

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

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:
Mark Ebery, Andrea Fisher and Rob Little.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 14.

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CITROËNING**CH PLATES**

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

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

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

FOR SPARE PARTS & TOOLS

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

CLUB SHOP

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

OTHER CLUBS?

www.citcarclubvic.net.org/

www.doublechevrons.aunz.com
www.citroencarclub.org.au/
www.citroen.aceonline.com.au
www.oleopneumatics.com.au/car%20club/citroenclub.htm

Welcome to 'Front Drive' and the culmination of the 50th Anniversary of the DS! October IS the actual anniversary of the launch of this

ED SED

groundbreaking car in the next few weeks there are celebrations planned all over the world. But, you do not have to travel far to participate. In Melbourne, and other cities around Australia special events are planned. Possibly the highlight to my mind is Brian Wade's DS Tour. Melbourne members will be able to 'hook up' with the Tour in Bendigo on October 5.

This edition of 'Front Drive' sees the return of advertising to the magazine. This will help defray the costs of producing a fully printed [as opposed to photocopied] magazine. The inclusion of an advertisement in 'Front Drive' does not imply that the Club, or the Committee endorses that product. The Club cannot accept any responsibility for, or involvement in, any business relationship

ED SED	PAGE 4
PREZ SEZ	PAGE 5
A-TRACTIONS	PAGE 6
CIT IN '06 UPDATE	PAGE 16

CONTENTS

DOOKIE DAZE	PAGE 19
I6 YEARS YOUNG	PAGE 28
SPARE NEWS — STOP PRESS	PAGE 38
TOY A-TRACTIONS	PAGE 40
TECHNICAL TALK	PAGE 36
SPARE NEWS	PAGE 44
CLASSIFIED ADS	PAGE 46

that may occur between and advertiser and a member of the Club.

Next issue, sees the return of 'Member's Model'— who will be featured? Wait and see!

Enjoy!

Leigh F Miles — Editor

✂

Hello everyone,
Over the last couple of months the Club has been running what you will hopefully agree has been some great events. We had a very interesting look at the Heka premises

and all the cars they were working on at the time. I must extend the thanks of the Club to Robert Kalkbrenner for opening his doors to us for the day.

For the more Motorsport enthusiasts we had a fascinating tour inside a racing team's workshop for our August Monthly Meeting. If you missed this, you certainly missed an evening of great entertainment.

Unfortunately I was not able to join the run to St Andrews for the produce market and pub lunch but the weather turned out to be better than expected and those who went had a good time.

The Concours [and with it the pre-Concours Dinner, bookings required by October 15] is just around the corner and the main organiser, Ian Sperling, is on the look out for helpers on the day. The Club is seeking people to take the money, to assist in parking the cars and of course to judge the winners. The judging form is really simple and straightforward, so it is not a big commitment. As I write this Ian has had only two offers of

assistance. You can contact Ian via email [andrea_ian@yahoo.com] or phone [9874 1960] to volunteer. It is up to you, the members, how successful this

Event is!

Leigh tells me that, with a fair breeze, this edition of 'Front Drive' will be in your letterbox by September 23 — yes, it is early this issue — just in time to remind you that the CCCV-hosted '50th Anniversary of the DS' display is on at Federation Square on Sunday, September 25. It will not just be a display of D-series cars however. A full range of some of the best Citroëns in Victoria will be there, displayed in the modern surroundings of Federation Square.

Wednesday September 28 is also the date of the Monthly Meeting and we have a guest speaker, in the form of Ted Cross. Ted is putting on a new hat for this Event. As Australian Agent for the innovative I23Ignition System, he will be telling us all about the range of cars that can be fitted with these devices and equally importantly what the benefits of fitting a I23Ignition System to your car will be.

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

● SEPTEMBER

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 Gruzca
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 the points with an optical or magnetic setup,

does not make up for wear in the advance mechanism, the shaft and bearings etc.

123Ignition 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 123Ignition 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 123 Ignition system and he will be telling us all the benefits of converting to the 123 system.

Supper will be provided.

● OCTOBER

DAY RUN – CARS OF THE WORLD, CONCOURS, FORT QUEENSLIFF



WHEN: Sunday October 2

LEAVE: 10:00am

FROM: KFC carpark, west-bound
side, West Gate Freeway.
Melway 42, H12

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

A-TRACTIONS

FROM: KFC carpark, west-bound side, West Gate Freeway. Melway 42, H12

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

AUSTRALIAN INTERNATIONAL MOTOR SHOW



WHEN: Saturday October 15

COST: General admission ticket

BOOKING: Preferred

CONTACT: Mark Ebery, [02] 6295 7249 mark.ebery@bigpond.com

CCOCA member, and prolific 'Front Drive' correspondent, Mark Ebery is our contact for The Sydney Motor Show. Whatever your plans for this event, Mark is certain to be there. So, why not visit this excellent show in the company of other Citroënists?

The Sydney Motor Show is the 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.

PRE-CONCOURS DINNER

WHEN: Saturday, October 22

TIME: 7:00pm

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.

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

A-TRACTIONS

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@citroenclassic.org.au

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

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.

BENDIGO SWAP MEET



WHEN: Saturday, November 12

TIME: All day from 6:00am

WHERE: Prince of Wales

Showgrounds, Holmes Rd., Bendigo

COST: Adults \$8.00,

children under 16 free

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506,

activities@citroenclassic.org.au

2005 sees the Swap Meet's 30th anniversary and for the first time there will be a huge range of stalls undercover. There are over 1,500 stalls this year with a huge number of Club and Trade stands as well as the usual collection of private stands. Full on-site catering is available as well.

Why not make a weekend of it? Stay overnight and join us at the Brundle-Dunstan's on Sunday?

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

Spring in the Castlemaine environs. Trees, birds and 'roos. Roger and Faye are on 3.5 acres, plenty of parking! Bring your own food, drinks and chairs. Large undercover entertainment area. BBQ and kitchen facilities available. Boules area. Good pub [does lunch] just down the road. Citroën attractions include:

- One of the lowest mileage SMs in the world [less than 10,000 miles]
- 1956 DS 19 and '58 ID19 under restoration
- 4 cylinder/hydraulic 2CV under construction
- Half scale DS cabriolet beginning construction
- Citroën models, books and CDs

In town there is an antique centre, which includes an 'open by request' section with automobilia. We hope to get them to open for us!

MONTHLY MEETING – NOCTURNAL OBSERVATION RUN

WHEN: Wednesday, November 23

supplied] and refreshments

BOOKING: By December 11

CONTACT: Andrea Fisher

[03] 9874 1960 [H]

president@citroenclassic.org.au

A-TRACTIONS

TIME: 8:00pm

FROM: Canterbury Sports

Ground Pavilion, cnr Chatham

& Guildford Rds., Canterbury

TO: Leigh Miles' I6 Harrow St.,

Blackburn South

COST: Gold coin donation

BOOKING: Essential by

November 21

CONTACT: Leigh Miles,

[03] 9888 7506,

activities@citroenclassic.org.au

So you think that an Observation Run is a pretty tough thing? And then you're thinking how much more difficult will it be at night? Well, while I cannot guarantee that the questions will be any easier than a regular Observation Run, I can promise that you will not get lost – the destination is already in your hands!

Supper [a BBQ sausage sizzle] will be provided, of course.

● DECEMBER

EVENING BBQ

WHEN: Wednesday, December 14

TIME: From 6:30pm

WHERE: Mitcham

COST: Gold coin donation

BRING: Food for the BBQ [facilities

GET STUFFED!

WHEN: Thursday, December 15

TIME: 7:00pm

WHERE: Leigh Miles', I6 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.

● 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



RACV GREAT AUSTRALIAN RALLY

WHEN: Sunday, January 22

TIME: TBA

WHERE: From Melbourne

to Mornington

COST: \$30 entry fee

BRING: Chair, rug, picnic lunch

BOOKING: Essential by

1 November

CONTACT: Frank Douglas

[03] 8704 2533

opalsI@iprimus.com.au

This annual event has grown

to become Victoria's

largest veteran, vintage

and classic car rally

with travel from

Melbourne to

the Mornington

Peninsula.

Sponsored by

the RACV, the

rally is designed to give

enjoyment to historical

motorists while providing much needed funds to Peter MacCallum Cancer Centre.

The event is organised and conducted by the All British Classics Car Club Inc. All entered vehicles must be 25 years and older.

Four start points have been determined

- Federation Square
- Civic Centre, City of Casey
- Brandon Park Shopping Centre, Mulgrave
- Western Port Marina, Hastings

All entrants in the rally will enjoy a sausage sizzle at their nominated starting point.

An entry form for this event is on the reverse of the mailing form with this edition of 'Front Drive'. Even if you do not feel

like participating in the run, this provides an excellent opportunity to view some

of the truly interesting cars that exist in Australia. So, pack a picnic and come along for a great day out.

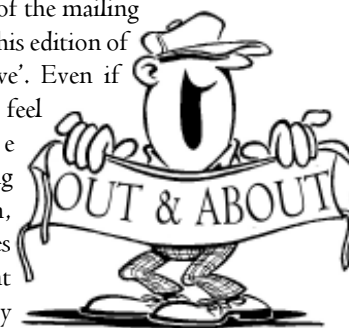
MONTHLY MEETING – YARRA BANK BBQ

WHEN: Wednesday, January 25

TIME: From 6:30pm

WHERE: Yarra Bank, opposite

Como Park North, Williams Rd



COST: Gold coin donation
BRING: Picnic or food for the BBQ
[facilities on site], chairs, tables,
refreshments and a jacket
BOOKING: Essential by January 23

A-TRACTIONS

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

What better on a warm summer's night than to join friends for a BBQ on the banks of the Yarra River? Come along and help kick the CCOCA 2006 Year off to a great start!

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 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

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.

● 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.

MONTHLY MEETING – GUEST SPEAKER

WHEN: Wednesday, February 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,
activities@citroenclassic.org.au

The last couple of Monthly Meeting have been very 'social'. So it is time for a really automotive meeting this month. As always, when we have a guest speaker we really hope to get great turn out of our members, to ensure a great night.

Supper? What else would you expect?

See These World Famous Cars

—in the new Annex, at the Motor Show



The SIMCA "Aronde"

Holder of 14 World and 17 International class records . . . proved economy of 43.17 m.p.g. in Mobilgas Economy Trial . . . the only car in its class with Airliner-type "Lie-back" seats adjustable in seconds to a comfy camping bed. Australia's biggest-value lowest-priced family saloon.



The CITROËN "Goddess"

The most advanced, most economical, safest and smoothest riding car in existence. You've got to ride in the car to appreciate just how far ahead it is of accepted motoring standards. Truly, the car of the future . . . for the roads of today!

Distributors for Victoria, Southern Riverina, and Tasmania.

Commonwealth Motors Pty. Ltd.

111 A'BECKETT, STREET, MELBOURNE.

FJ 5136

Cit In 2006
Citraons on Safari
As you may be able to tell
by now, the Western Plains Zoo
will be playing a part in Cit In

CIT IN 2006

2006.

One of the things your registration
for Cit In 2006 will cover is the 2
consecutive day pass for the Zoo.
We are planning to have lunch,
games and fun and the Gala Dinner
there on Easter Sunday. That means
that you can also go to the Zoo on
the Saturday or Monday of Easter
without further payment
however, the early morning
feeding tour is not covered
in this pass but can be
booked & paid by you when
you arrive in Dubbo [see the
Zoo website that is linked off

<http://www.citroencardclub.org.au>

Some of the items your
registration fee will cover are:

- Friday: Welcome Supper at West
Dubbo
Bowling Club
- Saturday:
Barbeque

lunch at the Show & Shine
Dinner at West Dubbo Bowling
Club

- Sunday: Entry into Western
Plains Zoo
Barbeque lunch at Western Plains
Zoo
Dinner in the Safari Room,
Western Plains Zoo



- Monday: Farewell
Breakfast at West Dubbo
Bowling Club

The registration fees shown
below are applicable only until 31
January 2006. Registration fees will
increase by \$10 per person per
month after that time so get in early.
Registrations close 31 March 2006.
No late entries will be accepted
after that date.

The registration costs, per person
are:

Ages 0 to 4	free
5 to 12	\$100
13 & Over	\$160

The Show & Shine on Easter
Saturday will be held within a block
of Dubbo town centre.



Please note – There is still ample
accommodation in Dubbo for
Easter 2006 available.

MOTELS

The Cit In Committee has arranged
block bookings at these motels. All
accommodation places are within
800m of the West Dubbo Bowling
Club and all are on the same road.
They are listed in order of the
distance from the venue – closest
first.

The Committee has arranged with
the motels to hold a number of
rooms for booking by Cit In
attendees. The block booking will
ONLY be held until 31
January 2006. Any rooms
that are not booked by Cit
In attendees after that date
will be used by the motelier
for their own bookings. All
motels will accept a credit card

number for confirmation of
booking.

When you phone to book, please
mention that you are booking as
part of the Citroën Car Club Easter
Meeting. Make it clear that you
wish to book one of the block
booked rooms. Please confirm
correct Easter prices with the
motel.

★★★★☆

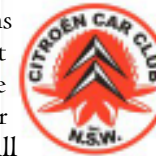
All Seasons Motor Lodge
78 Whylandra Street, Dubbo,
2830. Phone: [02] 6882 6377

★★★★

Abel Tasman Motor Inn 135
Whylandra Street, Dubbo.
Phone: [02] 6885 2555

★★★★★

Akuna Motor Inn
Whylandra Street, Dubbo.
Phone: [02] 6885 4422



Dubbo Mainstay Motor Lodge
Newell Highway, Dubbo.
Phone: [02] 6882 4777

CIT IN 2006

★★★★

Country Comfort Ashwood Resort
Cnr Newell Hwy & East Street,
Dubbo. Phone: [02] 6881 8700

★★★★☆

Across Country Motor Inn
Cnr Newell Hwy & Baird Street,
Dubbo. Phone: [02] 6882 0877

The nearby Caravan and
Cabin Parks are:

Dubbo Cabins & Caravan
Parklands [Big 4]
Whylandra Street, Dubbo.
Phone: [02] 6884 8633

★★★★☆

Dubbo City Caravan Park
Whylandra Street, West Dubbo.
Phone: [02] 6882 4820

Dubbo has many other
accommodation options available.
The above are just the facilities
nearby and the lack of inclusion
does not imply a comment on the
suitability of a venue. Please consult
the club web page or your regular
methods for other venues.
Whatever type of accommodation
you desire, it is strongly

recommended that you book your
accommodation for Cit-In 2006
NOW, as Dubbo is very popular
at Easter and accommodation of
all types may book out earlier than
you expect.

With Dubbo
being a very

busy place at Easter we cannot
emphasise enough, the need to book
your accommodation early. We also
need to bring to your attention that
the venues for catering are limited to
a maximum of 200 people
therefore we will only be able to
accept registrations up to that
number and no registrations will
be accepted after 31 March
2006 so please don't just roll
up on the Easter weekend as
we do not want to offend
you by turning you away. It
has been decided that only full
weekend registrations will be
accepted Cit In 2006 however, you
may exhibit your car at the show
& shine on Easter Saturday.

Our web site is
<http://www.citroencardclub.org.au>

If you don't have internet access
or need to ask anything please call:
Craig & Debra Keller [02] 4271 5340

Please call at thoughtful times and,
as we both work fulltime, after
6:30pm. Thank you



Dookie Daze – A Personal
Reflection.

Younger readers may not
know that there was a time – I
remember it well – when 'gay' meant
'happy' and
when 'Bin
Laden' meant
that it was

'time to take the garbage out'
[perhaps it still means that but surely,
you're not that old, Bill – Ed].

My thoughts lingered over such a
simpler and seemingly idyllic era
when, with Dot as trusty navigator,
loving companion and part-time
mechanic, and suitably cosseted in
the cosy interior of OFM622 – aka
'Dolly Bird' – our conspicuous
2CV, we approached the former
Dookie Agricultural College [DAC]

outside Shepparton on Sunday July
17 with rising anticipation.

The occasion was the now-regular
celebration, so-capably organized by

DOOKIE DAZE

our very own Rob and Libby Little,
to remember the 'storming of the
Bastille [Prison] in Paris on July 14,
1789 and the start of the French
Revolution – a day of great
moment to Froggies and
Francophiles world-wide, and
especially in this instance, to the
'Little Friends' and fellow
enthusiasts.

I had last been to 'Dookie' as it is
known far-and-wide some 19 years
earlier on the occasion of its 100th

*Dookie College
boasts a range
of architectural
styles – here are
some fine cam-
pus buildings
from the 1920s.*



anniversary, when among others, I re-made acquaintance with the greatly-revered Professor Nancy Millis – Dookie graduate, microbiologist, one of the most

Diplomatic Corps DS23 Hydraulique Sedan of Bob and Joy King [later featured in the 'Melbourne Age']; the superb little jewel of a Renault 750 in pepper red [Dennis Burr, Shepparton]; and in *bleu marin*, the Deux Chevaux ['Daffie']

blatantly promoting *'La Plage'*, an up-market B&B establishment on the glorious Mornington Peninsula, run by 'retired' former apothecaries, Sue and Robin Smith [Boy, talk about sucking-up for a freebie! – Ed]. Among the 'traitorous also-rans' though, one could not help but notice the racy navy teutonic lines of a Porsche 911 Carrera, the latest indulgence – am I jealous? No, not a bit! – of financier and man-about-town, 'Sir Edward' Cross and his better half, 'Lady Helen'.

DOOKIE DAZE

'feet-on-the-ground' people that I have known and now advisor to governments and academia on education, water resources, health, genetic engineering etc. etc. – we all need our heroes, don't we?

Wheeling into the College car park, we noted a rather 'shambolic' collection of autos, mostly modern and disappointingly, far from being all-French – *quelle horreur!*

Among the cars which did catch our eyes though – to be perved over at our leisure later – were the splendidly-restored ruby-red ex-

Entering the dining hall to applause – we were a trifle late, but it could have been my satin blue-white-and-red Footscray FC boxers over the 'trews,' – we saw some 70 bods, attired with more striped *chemises matelots, bretelles suspenseurs pour les pantalons, berets et pompons*, and *rosettes françaises* than one could shake a stick at. What with *tricoloreurs* and [later] a splendid luncheon [at the 'right price' – Rob's on good terms with the college principal and more significantly, the college chef], renditions of the *Marseillaise* [so moving, it always brings a lump to my throat and a tear to my eye], the only things missing were *Charles de Gaulle, Jean d'Arc* and *Marianne* storming the barricades!

Dot and I were seated with M. Lucien Chabaud and his long-suffering wife, Jean – he says that he

met her in Paris when she was variously employed as an au pair or in the chorus of the *Folies Bergère* [depending on his mood!]. Former vigneron at Rutherglen and now retired near Chiltern, Lucien's Gallic charm, imponderable accent [!] and reminiscences Citroënnesque [something about an ex-Raid jaune half-track now in France etc, etc] added greatly to our sense of the 'Frenchness' on the occasion.

Rob Little, as a Mooroopna lad, reminisced about early times, in competition with the Dookie boys, seeking the company [and perhaps, the favours] of the 'gels' from the local Nurses' Quarters. Not only the Dookie boys, but the ever-watchful matron, determined to protect her charges and deliver them, unsullied, to a waiting adult world, stood between Rob and his mates and the carnal delights which otherwise

Bill Graham, complete with his red, white and blue striped boxer shorts, beside 'Dolly Bird'.



Shepparton-based Dennis Burr delighted Bill with his bi-jou – a Renault 750.

might have led them to eternal damnation. He did not reveal his subsequent state-of-grace, but he did let drop to the unaware multitude that I had actually been a Dookie

of Tasmania.

With the 'cat now out of the bag' about my background, the earliest opportunity to nobble me was taken up by the crafty and ever-vigilant

Leigh F. Miles, the multi-talented Editor

of our fine CCOCA journal.

'You're just the bloke to write up this event for Front Drive', he said. 'You would know all about these student pranks, and even where the bodies are buried!'

The memories came flooding back, enough almost to support a small book or even a 'genuinely Aussie' film or TV series. How could I resist such a flattering opportunity?

DAC [as it was before absorption into Melbourne Uni's [MU's] Faculty of Agricultural Science – now 'pontificated up' to be the

Institute of Land and Food Resources] was run to provide a Diploma of Agriculture [DDA] and post-war training under the then Victorian Department of Agriculture [VDA].

The Dookie College agricultural property consists of some 5,500 acres [2,200 hectares] of mainly loamy cropping and grazing land. Together with the collection of lecture and study buildings, dining and kitchen, student dormitories and staff housing, school, post office/shop and general farm buildings, the whole caboodle functioned rather like an essentially self-sufficient English village.

Egalitarianism was not a high priority at DAC, and I found the environment and atmosphere rather oppressive – modern-day students would perhaps see it as medieval. However, it was a disciplined and effective entity, turning out a good human product, at both diploma and degree level. Naturally, the hundred or so somewhat rebellious students had their ways of taking the 'mickey' out of the often idiosyncratic staff and fellow students, and devising various pranks and adventures eg excursions to the nearby Dookie Pub or to dances or films at Shepparton and Benalla.

Following a fatal car crash on the way to Benalla some years earlier, student motor vehicles were banned, though many cars etc were still 'billeted out' on nearby farms. My

own vehicle was a 350cc Royal Enfield Bullet, which I kept at [then] Downes's Garage on the Benalla Road, and which conveyed me [unreliably] during leave, to the family farm, up past Kerang. I think the bike was registered, but I never did get a motorcycle licence. One guy ['Moose' Jones] had a Weyman fabric-bodied Riley, and another, a classic Lancia Lambda.

Female diploma students were not accepted at DAC following from the student daughter of a senior staff member becoming pregnant – after all, we are dealing with applied biology here! The strange epithet, 'Bunny' [above], now applied to the parent of the girl, referred to this event, and derives from 'bun in the oven' as in Nicholas Monsarrat's book, 'The Cruel Sea'. However a few female degree students [five in my time] were tolerated, though

DOOKIE DAZE

student [in 1958, the practical year of my Agricultural Science Degree course] – thereby, by inference, implicating me in the trans-Goulburn deflorations above.

In truth, my floral pursuits were limited then to making up a 'weed' collection to satisfy our Botany Instructor, George 'Bunny' Levick. I actually purchased a plant ['weed'] collection from fellow student, Garry Randall. Similarly, I purchased my collection of mounted insects from Robin Gray, a Dookie student who went on to achieve some notoriety as Premier



Bob King with his ex-Diplomatic Corps DS 23 Hydraulique. Bob and his car were featured in the Melbourne 'Age' shortly after this outing.



Usually a crowd of Citroënists would only gather in this manner if there was a lifted bonnet. But, there is not a bonnet [never mind a car] in sight. To see the focus of their attention... turn the page.

domiciled separately in their own house on Top Road.

Naturally, these few females were of interest to the numerous 'deprived' males, and several discrete liaisons

DOOKIE DAZE

were established. Quite a few such student-student couplings [diploma-degree, degree-degree etc] led on to very successful marriages – Robin Gray, for instance, married Janet Blackwood, daughter of the Monash Uni Vice-Chancellor, and Maurie Squirrell married Garry Randall's sister.

Squirrell, incidentally, provided one of my first [and lasting] images of Dookie student life. It was my first day there, and I heard a hullabaloo outside as I settled into my spartan

dormitory billet. Looking out, here was Squirrell, by then a senior [3rd year] Diploma student – clad in singlet, shorts and riding boots – shouting loudly and disparagingly and cracking a long stock whip as he mustered a

herd of 'freshers' [new students] and hounded them around the buildings and byways of the college complex. Seemingly unaffected by such behavioural quirks, Maurie went on to become a proficient land-valuer and teacher, leading to a professorship at RMIT University.

The female students were always 'fair game' for various male pranks [a kind of attention-gaining preliminary, of course, in the time-honoured 'mating game']. An oft-repeated favourite was to get into

the communal dining room ahead of the girls, and hide under the upturned tea-cup of the 'victim[s]' of the day, one or two freshly-obtained lamb's testicles – sometimes known as 'prairie oysters'. The ensuing shrieks of surprise/horror/disgust were the perpetrator's reward, and guaranteed a repeat performance.

The most painfully-boring lecturer at Dookie – by universal agreement – was Angus 'Chuckles' McKenzie, so named because no one had ever seen even the faintest crease of a smile cross his face. His discourses on Dairy Technology on a warm post-lunch afternoon were hopefully the nearest thing that anyone of us might experience of Purgatory.

One of our student number was Barbara Romberg, the attractive svelte daughter of a noted civic architect [Melbourne Arts Centre etc]. From the male perspective [and female too, I suspect], her outstanding physical feature was a pair of magnificently protruding mammaries, by no means de-emphasised by her tight sweater and belted tiny waist – think of the metal cones of 1990s 'Blonde Ambition' Madonna Ciccone, but double it!

Another of our 40-odd somnolent student company, suffering on this particular afternoon yet another excruciating 'Chuckles' exposé – this time on the relative merits of

milking goats – was David J Connor, a sharp-witted chap who went on to acquire a PhD and a Professorship. 'Chuckles' listed off the milking breeds – Nubians, Sarnans, Togenbergs. 'ROMBERGS'!, Connor broke in loudly. The interjection and mental image brought the house down. Even Barbara had to laugh. However, to his credit, 'Chuckles' registered not a flicker.

I could go on-and-on about characters and pranks:-

'Brookie', the Farm Manager, who said he didn't need a front-end-

The Focus of the member's attention was Leigh Mason's hand-built penny-farthing bicycle. Leigh is shown here with 'Sir Edward' Cross, well-known financier. Leigh did ride the bike later in the afternoon – providing proof of his sobriety.



loader to get heavy river-sand or chaffy hay bales up over the high sides of the farm tip-truck – he had '150 little front-end-loaders up at the College'!

the gutted rabbit carcasses hanging over the cart side-boards.

The handsome but authoritarian 'Ted' McMillan [think 'coprocephalic'], Senior Master at DAC

and later, Principal at Longeranong

Ag. College – tough, but a damn good administrator and Zoology Lecturer who introduced me to so much: vertebrate and invertebrate zoology, comparative anatomy, physiology and parasitology etc, etc.

The mild and kindly College Principal, Les 'Dewdrop' Provan, and his equally-mild brother, Woodwork Supervisor, Mac [known as 'Buzz Wuzz'].

Head Stockman, Jack Lewis, who careered about the place, usually at a tidy clip, using a sprightly horse

DOOKIE DAZE

The taciturn and curiously partnerless Charlie O'Flaherty, Ploughing Supervisor and custodian of the farm experimental plots, unenthusiastically supervising the equally unenthusiastic and potentially-homicidal student drivers of the College International 'Farmall' tractor, itself a tired beast with trouser buttons cut into the ignition leads, supposedly to retard the oiling-up of the spark plugs.

Paddy, the Rabbitier, with a horse-drawn cart and a million dogs, and



Yves Schiesek and Don Scutt surveying the damage left after lunch. Neither of them volunteered to ride the penny-farthing!

and light well-sprung buggy.

Our pranks, especially at end-of-year [now rediscovered by modern 'yoofs' as 'muck-up' days]:

- Slinging Jack Lewis's buggy up onto the roof of the Admin. Block.

- Stuffing a brace or two of heat-expired farm chooks up the chimney of the House Supervisor's 'burgled' office.

- Erecting a 'dunny' out at the Benalla Road turnoff, set up as a College Info. and Admissions Office, and identified as the entry to 'Langi Dook Dook' – drawing parallels to the real-world Langi Kal Kal Prison Farm near Ararat and suggestive of the penitential – even draconian – nature of DAC itself.

- 'Ted' McMillan delaying our Final [Zoology] exam until we had tidied up after our capers – meaning that the exam took place on a hot afternoon in the tin-roofed hall, with our sweating brows and arms dripping onto and smudging our written exam replies – our comeuppance, and I guess, a not-inappropriate final College revenge.

After fond farewells from our fellow Francophiles following the luncheon, Dot and I drove 'Dolly Bird' for a nostalgic tour of the College complex, taking an overview from beside the huge concrete water tank on the Top Road, and then calling in on the College Winemaker for a sample and a purchase or three.

Clearly, Dookie has changed, and is changing in its roles. It will, I am told, remain within the MU circle – hopefully with a bright and evolving future. That would be the very least that the 'Old Girl' deserves. I look forward to the next function there, and can highly recommend the venue and the event to all.

Oh, I almost forgot. On the Saturday evening before the Dookie Luncheon, we dined casually with our group at an Asian eatery in Shepparton. While circuitously crawling home afterwards, looking at shops etc, we were shocked to note flashing red-and-blue lights in the rear-view mirror. Yes, it was the local gendarmes, – out with the breath tester, and why were we going at such speed in a built-up area? Obviously, a quiet night – and they were fascinated to be shown under the 2CV bonnet. Perhaps, they thought, the 2CV would be better than the constabulary Commodore – at least, it would be able to turn between kerbs. We even heard a re-telling of the story by another young copper next day – fame spreads!

I am happy to acknowledge Dot for her company, and 'Sandy' Provan [DAC staff member and son of 'Dewdrop'], Professor Maurie Squirrell and Rob Little for pleasant discussions and recollections which have helped in preparing these notes.

Bill Graham

⚡

By 1971 the DS was 16 years old [or young, if you prefer] and the GS, SM and M35 had been launched. While the CX was still three years' away, its final

evaluate/love/hate the DS 21 fuel-injected five speed, alone.

If you're wondering why all this preamble and Robinson-mocking is necessary, look at it this way:

Citroëns tend to be many things to many

people, perhaps more so than any other car. Robinson, for example, loves them. Another of our test drivers hates them. His expression, I believe, as he climbed out of the driver's seat was 'well if that's six grand's worth, you just lost me baby.'

Aha. Reactions like that suggest real spirit in a motor vehicle, a quality all too rare [nay, almost lost] in a passenger vehicle these days.

So I wanted no intrusions on this test. I was about to discover my first Citroën – and then maybe Robinson could talk about it.

But just knowing where to start with the Citroën is difficult, because it is so totally different – even after 16 years – from anything else on the road.

Still, the point that will impress you first is the incredible performance from the 2,175cc engine. It rattles and wheezes as though it has been stolen from Farmer McEwan's 35 year old Ferguson, but just happens to wallop out just over 139bhp [107kW] at 5,500rpm to push 2,975lb [1.35tonne] over the standing quarter mile in 17.6seconds.

16 YEARS YOUNG

had been signed-off by the Bureau de Etudes and management. For 1971 Citroën in Australia were offering the DS 21 EFI, 5-speed for \$6,390; the 23 was still a year, or so away. Mel Nichols wrote this article for 'Wheels', which was published in August of that year. While the DS had shattered the motoring world in 1955, was it still at the forefront sixteen years later?

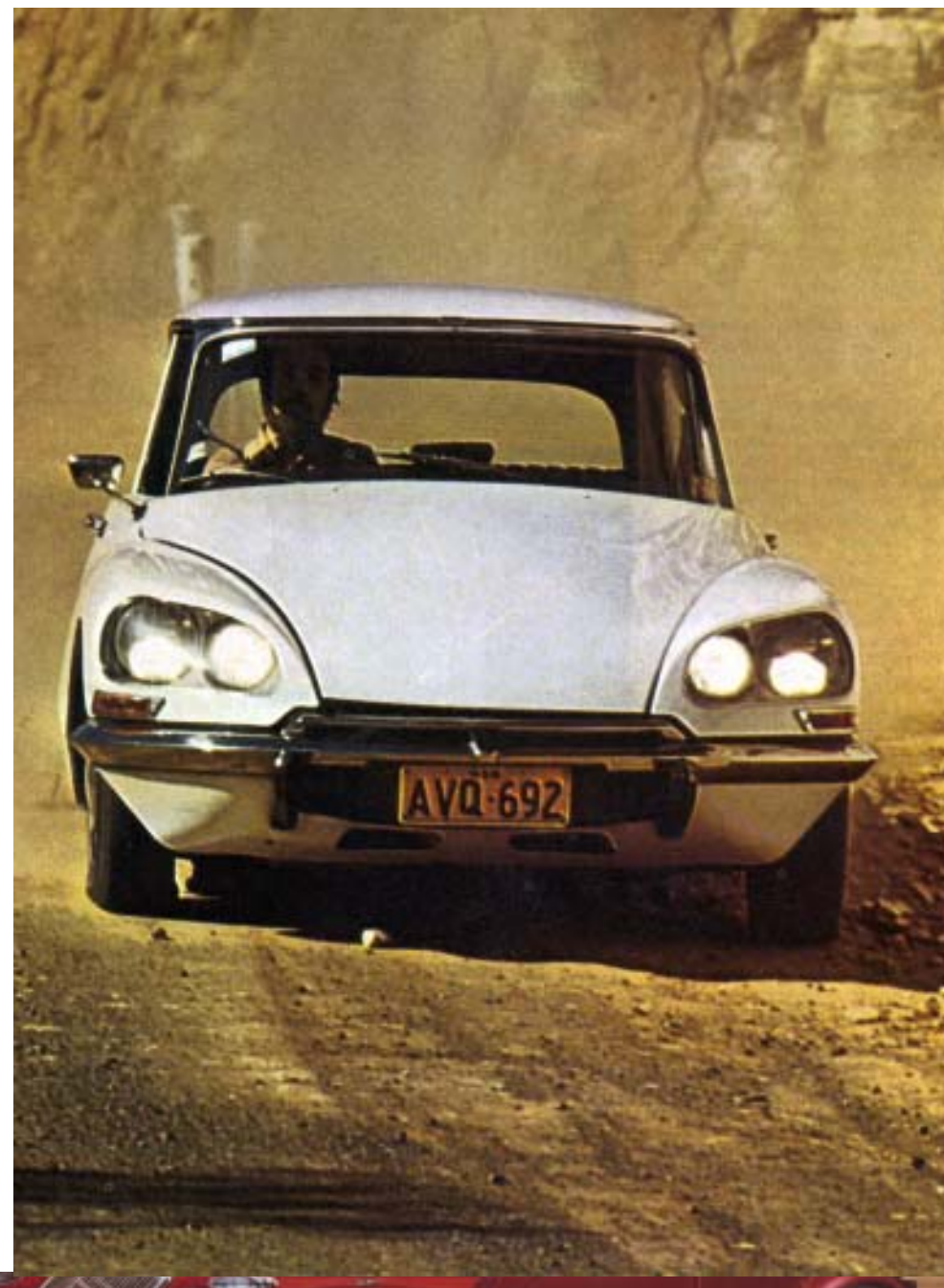
'Have you bipped the horn yet?'

'Nup, haven't damned-well worked out where it is yet.'

'Ow God, haven't you. You haven't lived till you've bipped a Citroën horn. Go on. It's over there, the little stick poking out of the column,' said Robinson, pointing excitedly with one of his long bony fingers.

Well, I let him have his little moment of delirium, remembering with patience his mad passion for anything French, and agreed with him that yes, the car did have a certain charm, and yes, it was the closest thing I'd ever driven to a lounge suite on wheels.

So that finished THAT argument, and he climbed out in disgust, leaving me free at last to discover/



Even though the little badge on the back of our test DS 21 said it was fuel injected and had five gears, I was not ready for this sort of get up and go. Traditionally, Citroën

the delight of the French but it really does the trick power wise.

Brake horsepower leaps from 115 [89kW] at 5,750rpm in the twin-choke Weber-fed engine to 139 at 5,500 in the injected mill.

The torque increase is almost as marked, going from 126 ft/lb [170Nm] at 4,000 rpm to 144 [195Nm] at 4,000. Which is not bad for a 2.2litre four.

But Citroën, quite rightly, likes to emphasise the greater torque and far flatter curve. After just a few miles' driving the car in city traffic you realise why, and appreciate their point fully because, contrary to what you'd expect from this type of engine and transmission

specification [and most people's claims that the big Citroëns are rotten town cars] it turns out to be extremely flexible and pleasant. There is no hint of temperament, even when the engine is very cold.

The torque curve is so flat the engine just pulls smoothly from 1,000rpm – fifth gear for example will come down as low as 18mph [29kph] if you persist in asking it to.

This all means that for city go you are not constantly changing up and down or using the revs desperately to get anywhere.

However, if you are inclined to wind the motor out to its 6,000 rpm red line it will give you scintillating performance although it does come at the expense of loud

chattering and tractor sounds from under the bonnet.

First runs to 35mph [56kph], second to 54 [87kph], third to a very good 80 [129kph] and fourth 110 [177kph]. Slipping the column shift into fifth then lets the speedo continue winding rapidly to just over 120 [193kph] for a genuine 118mph [190kph] at the top end. And given a back country road like the Mid-Western highway in NSW, it is untroubled to hold this pace mile after mile.

Because fourth runs out to 110 [177] overlapping usefully into fifth's domain, hills are not a performance sapper and extremely high averages are easy to maintain.

16 YEARS YOUNG

mills have been four cylinder chuggers most aptly described as 'agricultural'. And with power developments in all cars in recent years, this meant some problems for the Citroën engineers – how were they going to get more urge? Throw the entire thing away fl-and start again, probably with a flat-6 that, until recently, was so strongly rumoured.

No, said the engineers, we see the answer in fuel injection; and they employed an adapted version of the Bosch electronically-controlled system like that used on Mercedes-Benz and Volkswagens.

The system has sensors monitoring engine speed, water temperature, throttle opening and atmospheric pressure, and feeds this information to a transistorised printed-circuit control device [the ad men like to call it a computer] that in turn dictates the action of the solenoid-operated injectors.

Certainly the addition of the injection system means that at last the engine is entirely hidden by an umbrella of writhing pipes and tube and ancillary equipment, much to



All this goes with exceptionally good economy too. Our worst was a flat 20mpg [14 l/100km].

This sort of go raises a large question, of course. How is this

the right amount of precision. [There is another little foible with the power steering too – moving the wheel away from dead-centre brings little choofing noises from the servo unit, and when the single spoke wheel is on full lock it

palpitates madly of its own accord.

The Citroën's suspension – incorporating the adjustable Jules Verne hydro-pneumatic system – is by unequal length parallel wishbones with self-levelling oleo-pneumatic struts and an anti-roll bar at the front and trailing arms with similar struts and another anti-roll bar at the rear.

On the road, the Citroën displays little true fwd characteristic even though 67% of the weight is in the front. When hard pushed it does not insist on charging straight ahead in a bend. But that steering sensitivity, unorthodox suspension and hydro pneumatic system do combine to make driving the car properly a little tricky at first.

For example, just cornering it fast requires far finer steering judgment and precision than is usual in a passenger car, and more efficient use of power off and power on coming into the bend.

At first, you tend to leave the approach line a little too late, which usually results in the car running out fairly wide in understeer through the

exit. Simply backing off the power does not necessarily have the desired effect of tightening up the nose, so it all depends on how much power you have got on tap to hold the car in tight – in other words, did you choose the correct gear before hitting the bend? If so, then hard acceleration will drag the car around very tightly, flatly and smartly. But if not [say it is in fourth or top where really third is needed] you can do nothing but hold on as the car charges on in a wide understeer arc much like some of the small BLMC cars. [Do not mistake this for the plough understeer of some of our six and V8 family cars – it is vastly different.]

Therefore, you very quickly learn to plan ahead and really drive the car in real enthusiast fashion, even though you are sitting up high in pure lounge chairs.

Mastering the driving technique may be difficult or frustrating at first, but once the driver really tunes in to it on a winding road, gauging gears and approach speeds correctly, selecting just the right moment to lift off the power, then slap it back on, the car takes on new proportions of smoothness, security and point-to-point ability. Speeds through corners creep up to incredible levels.

The long column-mounted gearstick turns out to be remarkably good for this sort of driving. It glides from third to fourth, and fifth [away from you and up] is very easy to select or disengage. Reverse [opposite fifth] is locked out.

But while you are stirring along like this, the thrash of the engine remains very loud. The French tend to see it as being all part of the game, so you either like it or lump it. In fact, you can even get to like it after a

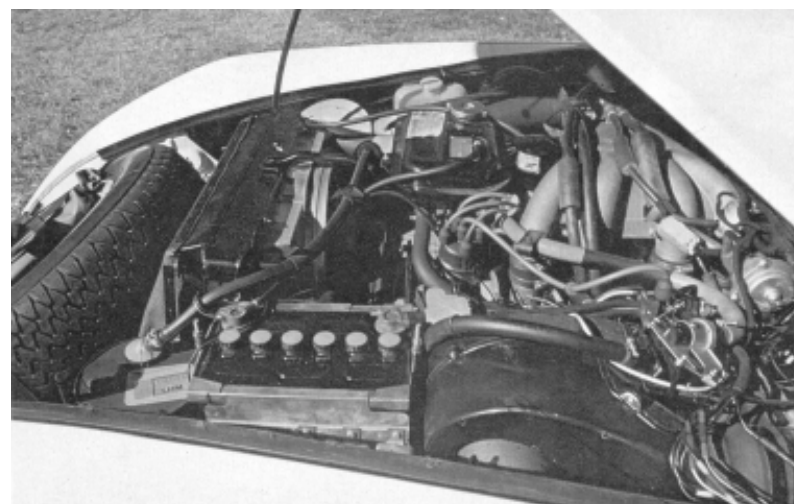
16 YEARS YOUNG

performance possible? How does a 1.35tonne car, unequalled at \$6,400 in this country for five-passenger room and comfort, and fitted with a piddling 2.2litre four of 107kW achieve performance that shames most V8s?

The answers are all in the car's fabulous aerodynamics, particularly in the underbody shape. With the adjustable pneumatic suspension set low for highway work, the body squats low, letting the air pass smoothly under and over its shell. This helps keep wind noise down, too, so above 160kph the only noise is from the engine, not the wind.

Surprisingly, the Citroën does suffer to some degree from instability in cross winds at very high speed. It is only a minute wavering off line and back again, that in itself is no problem, but until the driver is properly used to the weird steering, it can be worrying.

The steering is rack and pinion with a strange servo assistance that takes more time getting used to than anything else in the car. It is hypersensitive, even downright twitchy until you are entirely familiar with it and learn to use just



while – though at \$6,390 that is really expecting a bit too much. Another point that certainly takes a little longer for both passengers and driver to become accustomed to is

though BMW/XJ6/Mercedes/Volvo-type saloons put up a pretty good show. If you can imagine a Dunlopillo mattress with a wheel at each end, front-wheel-drive and a ton of poke, then you have it.

16 YEARS YOUNG

the unusual sway of the big body from side to side as it is wound from bend to bend. Sure, most cars have body roll – many to a much greater degree than the Citroën. But none quite like this.

From what feels to be about a 10° lean to one side as you come through one bend, the body switches very rapidly to a similar amount of sway on the other side as the car heads into a bend of a different direction. It tucks over to this degree of roll, then just stops there. Passengers are not tossed about because it is all very gentle and soft – it is just that for the first few quick miles you are not so sure it will not continue rolling and you have not quite adapted to the motion.

When you do get used to it though, the impression is that the body is gently swaying on a suspension that is BLAT! glued to the road, and which is superbly insulated from the body because [come to think of it] you haven't really felt any bumps at all, even at 90mph [145kph] on bad dirt.

Nothing in my memory comes closer to a magic carpet, even

This ride is achieved only with the height control [selected by a little wire lever on the floor beside the driver's seat] set in one of the two recommended road positions – that is, quite low. Take the car up high [simply pull up the lever, rev the engine and wait a few seconds] and the ride becomes so firm it would make a Grand Prix car look like a marshmallow. So the high levels can only be used as Citroën recommends – for stepping over culverts, logs or big rocks. Still, as we found on our backcountry test, it is a very handy little facility to have. It would be a boon in flood country. The hydro-pneumatic system works like this – at each point there is a 'sphere' and integral shock absorber in which the action of fluid and gas gives maximum suppleness and shock absorption. Automatic height correctors ensure constant ground clearance irrespective of load or its distribution.

Not surprisingly, the Citroën is not considered a really big car. [Its weird looks usually put paid to that impression if it does creep in.] But its 15' 10.5" [483cm] sit on a mammoth 123" [312cm],



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wheelbase, and that explains the incredible room inside the car. For rear legroom, nothing bar a Grand Mercedes or big Cadillac will match it. The boot is big, but odd shaped,

16 YEARS YOUNG

so packaging requires some thought.

The rear seat compliments the space perfectly, but the front buckets should be much better. They are delightfully soft, but do not have enough lateral support so the driver and passenger slide about uncomfortably at times. Our car did not have headrests either, although they are listed in France.

Citroën has boobed with the brake pedal too – it is little more than gimmickry for gimmickry's sake, just a big rubber 'doughnut' on the floor between the clutch and throttle pedals.

Using it is rather like putting your foot on a big powder puff and squeezing very gently because, like the steering, it is highly sensitive. It is probably the lightest brake pedal in the world, but it makes toe-and-heeling impossible, and that is particularly bad in a high-performance car with five gears that requires such precise setting up for fast cornering.

Slamming your foot on the 'doughnut' for a crash stop results in another peculiarly Citroën feeling. The pedal sensitivity is such

that it transmits the grab-release, grab-release of the pressure-limiting system through to the driver's sole. This feeling is a little worrying at first, because the driver feels he has

lost ultimate control over the braking. But when the

brakes are slammed on at 60mph [96kph], the system swings into action so well it stops the car steadily, smoothly and dead straight in 3.2seconds – quite a respectable time. Another built-in facet of the braking and suspension systems that aids comfort and stability is that the rear dips under brakes, not the front, ensuring a constant level during crash halts.

Nevertheless, most drivers [I am one] would prefer to have a feeling of more control under their foot, and not just rely on the 'computer-like' anti-lock system, good as it is. The brakes themselves are 11.8" [30cm] discs at the front with 10" [25cm] drums at the rear. The discs are ventilated and mounted inboard.

The Citroën's dashboard – set high and deep rather like a light aircraft's – is the only real indication of the car's age: high sills are just about a thing of the past. But this is merely an interesting point, because vision is perfect and the actual instrument and control layout excellent save for the handbrake, which is tucked away under the right-hand side of the dash and cannot be released

with the belt fastened.

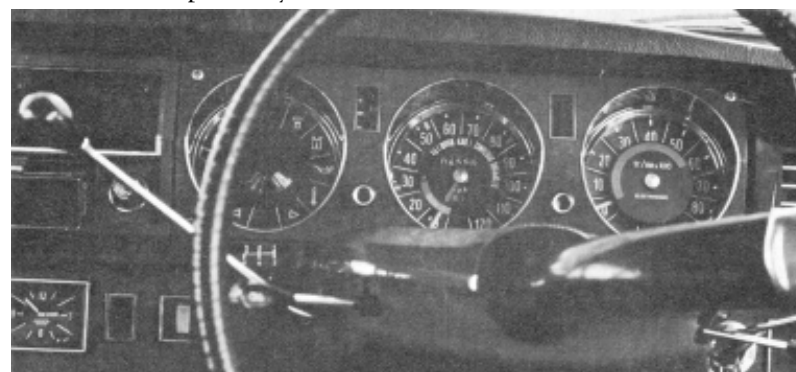
Other major controls are all taken care of by three stalks on the steering column: a stubby lever on the left is the complicated light switch. On the right, a short lever looks after the indicators and horns [two-stage] with a longer one slightly behind it for wipers and washers. All are operated by mere finger-tip movement, minimising driver effort and confusion.

Unfortunately, the instruments suffer a little from gimmickry. Both speedo and tacho are segmented into 10mph zones with the segments falling on the fives [eg 55, 65] with numerals in between [eg 60]. It might have been a good idea on paper, but it is downright confusing in practice. The tacho suffers similarly. Another little piece of paraphernalia on the speedo – rotating inner scale – indicates stopping distances in feet at certain mph levels. For instance, at 60mph [96kph] the indicator says the car will need 250' [7.6metres] to stop. In fact it stops easily in 146'

[4.5metres], so there is a good safety margin.

There are no auxiliary gauges for oil pressure, temperature or amperes. Instead, a special warning lights nacelle beside the speedo guards these functions – along with the brake circuits and disc pads and other functions. The outer part of this dial is segmented for the separate systems that are indicated by international symbols. In the centre there is a big red lens that lights up [along with the respective outer symbol] if any of the major systems fail, indicating that the driver should stop immediately. Pressing a button beside the dial before driving off each day provides a check on the systems – if they do not light up, one of the systems is faulty. If the footbrake light comes on, the disc pads are worn and need replacing.

The ventilation and heating is elaborate, but the big fresh air vents at the far sides of the dash are not adequately filtered, letting dust and gravel spew into the driver's face. We could not use them on dirt roads.



By now, the Citroën's 'turning' headlights are legendary, but surprisingly no other manufacturer has attempted to use a similar system. And that is a crying shame, because

all building up to a car that is truly individual, and one that really does have character.


That may not be everyone's idea of what a \$6,390 car is all about. That is up to them.

But I know now why Peter

Robinson – with a dubious eye to the stereotyped trends now sweeping the world motor industry – is often prompted to remark 'Well, it is going to be up to Citroën to save us. God forbid the day they ever lose their willingness to try something totally different and put it into production.'

Climbing out of one of their 16-year-old cars that still shames all but a notable few other vehicles, I can do nothing but share his thought.

Like the Swedes, some of the Germans and some of the Italians, the French know how to make motorcars.

This article first appeared in 'Wheels', in August 1971. 

16 YEARS YOUNG

they are absolutely brilliant – without doubt easily the best I have ever seen.

The two outside lights [low beam] do not move, and on their own are in fact very good. A little fiddling with the switch then cuts in the swivelling inner spotlights on high beam, and, as the wheel is turned, they follow the angle of the front wheels. The result is incredible night vision, with the QI spots peering around corners – even right angle bends.

The car has an almost endless list of other little unique features like this, others [like a heated rear window, frameless windows] that are not so unusual. It goes on and on,

STOP PRESS!


SPARE NEWS

Roger Williams from the U.K. is seeking interest from Big 6 owners to manufacture some high ratio crown wheels & pinions. The cost appears to be around 850 English pounds or around \$2,000, Australian.

If you are interested you can contact Roger by email at rdrw@steam-car-dev.karoo.co.uk

Alternatively, you can reply to me and I will pass it on.

A deposit will be required if you decide to order one of these units.

Rob Little 

Attention all French car enthusiasts. Interlude Tours Fresh Car Enthusiasts and Friends' Tour of Europe!

Following three extremely successful tours for Peugeot Car enthusiasts, Interlude Tours, recognised for its small group tours and car enthusiasts custom designed tours over the past 20 years is seeking expressions of interest from possible participants for a European tour with an automobile theme departing October 2006.

Concept – The group size will not exceed 21 including staff. It will be fully escorted. We will travel in comfortable 9 seater buses. Each bus will have only 7 occupants, possible 8 depending on the passenger mix. The hotels will be up to Interlude Tours' usual quality standard. All breakfasts will be included as well as some group dinners. The price offered will include international air fares, local guides and tours will be provided where necessary.

The flexible 30 day journey will offer travel experience and cultures in several scenic countries of Europe with plenty of time for sightseeing relaxation and shopping. Our no rush policy staying at

destinations for 2-3 days with picnic lunches begin a feature of the tour.

Brief outline of Highlights –

We will fly Thai International to Paris, the City of Lights in time to visit the famed MONDIAL De l'automobile –

ADVERTISING FEATURE

The Paris Motor Show. Proposed visits to the manufacturing plants and or museums of Peugeot, Renault and Citroën. A visit to the famous Musée National De L'Automobile – Collection Schlumpf, the largest car collection in the world and the Cité du train [City of the Train] renowned as one of the most comprehensive railway museums in Europe. Both of these world renowned museums are located in Mulhouse, Alsace.

Interested?? Then please complete the NO OBLIGATION EXPRESSION OF INTEREST form below and post to Interlude Tours PO Box 350 Crows Nest 1585.

Information - Tel /Fax 02 9405 2218
interlude@optusnet.com.au
www.interlude-tours.com

Yes I/we are interested in joining this tour:

Name Tel:
Email
Address:

Please record my/our interest as a tentative reservation as indicated below.

I/we understand that this is an expression of interest only and that once the final itinerary, price and conditions are notified I/we will be required to pay a deposit to secure a definite place/s on the tour.

Signed:

Signed:

To ensure the trip is viable we would require a minimum of 14 passengers.

Once we have costed the tour and finalised the itinerary we will contact you for your decision.

Best regards,

Jeanette Savage – Tour Director

The 1955 Paris Salon.

As every Citroën aficionado knows, this year marks the fiftieth anniversary of the introduction of the great DS,

12,000 orders had been taken for the new car. As I've written previously in one of these articles, the model by the French Dinky company, introduced in August

1956, is a beautifully faithful reproduction

of the DS, and one of the early versions [French Dinky updated the casting on several occasions] looks particularly good in its period two-tone colour scheme.

Also present on the Citroën stand was the predecessor to the DS, the Traction Avant [celebrating its twenty-first anniversary at the 1955 Salon]. When it had first appeared, it had been equally revolutionary, yet it was now looking distinctly from a previous era. The Traction, though, was still an important seller for Citroën, and would remain so for many months because of the slow production build-up of the DS. Several versions of the Traction were on show, including the IID 'Legere', the more lengthy IID 'Normale', and the very long wheelbase II 'Longue'. Many companies have made

models of the 'Normale' Traction, versions from Solido being inexpensive and still easy to find. The particularly distinctive II 'Longue', however, does not seem to have been a very popular subject for toy manufacturers, although Norev produced a plastic version [model number 3 in the Norev range] for a few years in the mid-fifties.

The other Citroën on show, of course, was the 2CV – by 1955 in its seventh year of production, and since the previous year available in two guises: the Type A [with a 375cc engine], and the Type AZ [425 cc: real power!]. Both retained the original-style bodywork: corrugated bonnet, slats along the sides of the bonnet, and a large grille with prominent double-chevron Citroën badge. There have been dozens of miniature reproductions of the 2CV, but none has bettered the beautiful casting produced by French Dinky [model 24T] that first saw the light of day in 1950.

In the Salon, Citroën's arch-rival, Renault, had its stand exactly opposite the cars from the quai de Javel. It has to be said that the

Renault stand looked distinctly old-fashioned, particularly as the car that would be its star attraction for 1956 was absent from the '55 Salon. This was the famous Dauphine, and Renault decided to introduce it at a special one-off show in March 1956. In its absence, Renault had to show the popular but ageing little rear-engined 4CV, the large and rather clumsy-looking Frégate, and the van-like Prairie [which today would probably be called a people-mover, and which was an ancestor of the very well regarded R16]. Models were made of all these cars, though this time not by French Dinky. The Norev and CIJ companies produced the earliest models of the 4CV. The former [Norev No.5], in plastic of course, was produced for many years; the CIJ version, in metal and some with friction motor, is much more difficult to find today. CIJ seems to have produced models of most of the Renault range from the time the toy company was founded in the early 1930s, and the Frégate and Prairie were no exception.

Renault's 1955 offering lacked the flair of Citroën. Here the 4CV 750 and the Frégate share the stand with the Prairie [based on the 1935 Primaquatre]. The Frégate had a flat floor, which was clearly a plus. But it was a chieve d through the inclusion of seven universal joints in the drive line between the gear-box and the rear wheels!

TOY A-TRACTIONS

and I thought it would be fitting to use this article to look back to where it was introduced: the 1955 Paris car show [Salon], in miniature form, of course! We will take a turn around the stands of the French manufacturers and look at the toy versions of the cars that were on show when the 42nd Salon opened its doors to the public on Thursday October 6.

Where else can we start than at the Citroën stand itself? Just one DS was on show, standing in the centre of a white circle around which was a protective barrier – fully necessary to keep back the hordes of admiring crowds. The French motoring paper, L'Auto-Journal, aptly summed the new car up with its headline 'Voici La Bombe Citroën'. It has been said that by the end of the first day of the Salon,

The Citroën range at the 1955 Paris Salon: the 2CV and the long-lived Traction Avant flanking 'La Bombe' – the brand new DS.



The mid-fifties were boom-times for the French car industry, and none more so than for SIMCA. Starting as an assembler of Fiats in the 1930s, by 1955 the company

all its complexity [the Trianon, Versailles, Beaulieu, Chambord], but for some reason many of these models are particularly susceptible to warping of the plastic material.

More accurate and durable were the models

produced by French Dinky of these American-styled large cars.

Another French company enjoying record sales was the venerable Panhard concern. Its Dyna Z with its tiny engine had a relatively high speed despite the considerable size of the car, thanks to its wind-cheating, if rather bulbous, shape. Introduced in 1953, for 1956 there was a general freshening up of the design, plus a slight name change... to 'Dyna 56'. French Dinky was to produce a model of a later version of this car, the PL17, but it was Norev [model No.4] and the short-lived J.E.P. concern that produced the Dyna 56 in toy form. The latter, unusually combining plastic and metal in the one model, is a particularly attractive and realistic version.

For Peugeot, the
1 9 5 5

TOY A-TRACTIONS

had commenced production of its own designs, and had recently absorbed the French Ford company. The newly combined range was selling successfully and SIMCA was outselling Peugeot, vying with Citroën for popularity behind Renault. SIMCA had two stands at the Salon: one for the Aronde range and the other for the larger, ex-Ford, Vedette range. For the 1955 Salon, SIMCA displayed its Aronde range with a distinctively redesigned front [the prominent chrome grille can only be described as a droopy moustache]. The Aronde had been the first Norev miniature car when the company started in 1953, and the model was carefully updated in line with the real car. Norev also produced miniatures of the Vedette range in

Simca offered the Aronde and Panhard the Dyna 56 at the 1955 Paris Salon. Interestingly, the sales agent in Melbourne for the Aronde was Commonwealth Motors, who also sold the Citroën range.



Salon was marked by the presence on its stand of the new 403, which had been in production for about six months. The 403 marked a major step forward for the company, which had been solely reliant on the smaller 203 for a number of years. French Dinky made excellent versions of both the 203 [No. 24R] and the 403 [No. 24B], as well as of the 403 wagon, or 'Familiale' [No. 24F]. There are Norev versions of all these models, and both French Dinky and Norev kept the Peugeots in their catalogues for many years.

Apart from the five main manufacturers, there were no less than 19 smaller French companies showing their wares. Whilst some of these were merely constructors of one-off and sometimes eccentric prototypes, others enjoyed success for a number of years, and models have been made of a surprising number. The Alpine sports car manufacturer was at the Paris Salon for the first time in 1955. Its rear-engined rally cars were to become especially famous in the 1960s and '70s, but its first offering was shorter and less smoothly proportioned than its attractive successors. CIJ produced a miniature version of this first Alpine in 1958; this is now a rare and expensive model. The once-renowned Hotchkiss company had very much come down in the world by 1955, concentrating solely on producing the Willys Jeep under

licence. The Hotchkiss Jeep was part of the French Dinky military range for many years, appearing in several guises, including as a rocket-carrier. Completing our round-up of the French cars at the '55 Salon is one that was French in name only: the tiny 236cc Velam, built under licence from the Italian Iso company, this was the Isetta. Velam's version was almost identical on the exterior to BMW's far more well-known offering, but differed from its German cousin by having an even smaller engine. Only about 7,000 Velams were built [ironically they were made in the Talbot factory alongside the exotic and fast Talbot-Lagos], compared with about 150,000 produced in Munich. The small Quiralu toy company made a version of the Velam; the original model is now rare, but reproductions were made in the 1990s.

We've completed our walk round the stands; had we been actually there in 1955, we would have seen a very great diversity in the approach to producing personal transport: according to a guide to the Salon, of the 65 different French cars displayed, 20 used front wheel drive; 21 had a front engine and rear-wheel drive, 23 were rear engine and driven; and one had four wheel drive. Almost all of the cars have appeared at one time or another in miniature form.

Mark Ebery



I 23 or not to be! The good, the bad and the ugly. I finally fitted the much-awaited I23 Ignition and can now comment. First of all I read the instruction

If you have a French built car, you simply use the existing cap and high tension leads although the manual prefers you to use modern type plug leads. Buying spark plug leads today is not easy as nearly all have straight caps to fit onto the

spark plugs. These are not acceptable on a Traction as they tend to foul on the gearshift rods. I have found that Autobarn can supply custom leads with the correct right angle fittings for both the spark plug and also the distributor cap. The other drawback I found in having a patriotic Commonwealth car was that the Lucas clamp for the distributor does not fit the I23 unit as it is the same as the French Ducellier distributor and much smaller in the shank than the Lucas item. Thank goodness I had a cache of ID parts which could be raided, I simply went to my goodie bag and found a Ducellier distributor clamp, a distributor cap and wires and another coil as I was still running an original type Lucas coil with a screw fitting for the high tension coil lead. Now the bad and the ugly parts are over I can get on with the good, fitting this wonderful unit.

As the manual says to set your engine on No I on the timing mark and then remove your old distributor, check the position of

the drive dog on the new unit, [this is adjustable] fit the unit into the engine, connect the earth wire from the body of the distributor to battery earth, connect the red positive wire from the distributor to the positive side of the coil, turn the key on and rotate the distributor body anti-clockwise until an LED in the distributor lights up, lock the distributor in that position, [this assures your timing position] switch off the ignition and proceed to fit the negative wire from the distributor to the negative side of the coil, fit the distributor cap and leads and start the car! How easy is that!

From the moment you first press the starter button you know something good has happened. The engine fires immediately – and I mean immediately – and sounds great. Being a pessimist and having put timing marks on the flywheel when I assembled this engine I decided to check the timing with a timing light, I could have saved the time as it was absolutely spot on. I took the car out the road for a run and immediately noticed the smoother more even running and willingness to rev freely. The old distributor had not been without attention; previously I had dismantled, cleaned and lubricated it thoroughly when assembling the engine. I also noticed the roughness sometimes found on deceleration was gone, a condition I attributed

to the bobweights being slow to return and leaving the engine momentarily too far advanced.

Will it increase your performance? This depends on the condition of your present distributor. You must remember the original unit is totally mechanical. That is to say that if it is timed at 12° BTDC on No I, it does not follow that all of the other cylinders will fire at that point as the spark will be triggered when the points are opened by a 50 year old cam that had vagaries when it was new. Therefore, there may be a variation of 1 or 2 degrees [or more] between cylinders. The bobweights and springs that control the advance curve are in a similar state – like the writer, old, decrepit and unreliable!

The cost of the I23 unit would be far cheaper than trying to recondition any of these old distributors and the result is far more accurate control of the ignition. In an engine this is a real help, so the increase in performance will depend on the condition of the distributor it replaces and each car will be different. But I will certainly be equipping all of my cars with these units in the future and look forward to much smoother running for the life of the vehicle.

Summarising I can say that some Lucas distributor clamps will fit the I23 Ignition unit but as my car is a

SPARE NEWS

manual, probably a first but certainly glad I did as there is a need to check to see if the unit is set to suit your engine, [given that you know what type of engine you have; most important]. Also on a Traction it says there is a need to fix an earth wire between the distributor and battery negative, this is achieved by screwing a 5mm bolt into the base of the unit. [a threaded hole is already there but no bolt]

I also noticed on unwrapping the unit there are no spark plug leads supplied, not a problem, use the originals, another disappointment. Now some of us driving the cars that were assembled in good old Mother England may be confronted with another problem. There may be a few still running a positive earth electrical system; this needs to be changed to a negative earth system as the electronics do not recognise positive earth. The 12volts are fine as the I23 unit is capable of being used on 6 or 12volt but positive earth definitely not. Changing this is not hard but if you do not know how to do it consult an auto electrician, it will be cheaper in the long run.

1954 model it would not. My knowledge of IDs is fairly scant but 1962 and '63 models are fitted with distributor clamps equipped with cable operated advance and these

ID clamp equipped with a hand operated micro adjuster, I think these would be ideal as a replacement.

Advantages: Instant starting, smoother running, superior

performance, better economy comes as a by-

product of these if you resist the urge not to drive the car harder just because it feels so good.

Rob Little



SPARE NEWS

will fit well into the later English types that have this feature. For the earlier English types with the vacuum advance unit fitted to the distributor clamp, there is another

FOR SALE

11 BL SMALL BOOT 1974 DS SAFARI

Unfinished Project. Part restoration reluctantly for sale.

Mechanically restored with lots of new parts including 4 new Michelin I65x400. 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, I female owner. NSW reg AMK 432. \$28,000 ono [29/3]

1974 GS 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]

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]

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

FOR SALE

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]

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 upholstering. 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.

