

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

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 Traction Avant Nederland calendar and shows Le théâtre municipal in Brive-la-Gaillarde, Limousin, France.

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, November 25.

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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

Both! The keen eyed amongst the membership will have realised that the last issue of 'Front Drive' suffered from a bad attack of

ED SED

the gremlins!

The article title headings on pages 22, 24 and 26 should all have said 'Dookie Daze', not '16 Years Young'. To those of who spotted it, congratulations... for the rest of you don't worry too much. If you are really keen for a correct set of pages, you can download the full magazine, in colour from the Club's website at www.citroenclassic.org.au

This month, as promised, sees the return of 'Member's Model' and I am really pleased that Roy Begelhole has come up with the goods for us. Well, the article originally appeared in the Warrnambool Standard, and thought the eagle-eyed editor would not discover it! Roy did provide us with some additional pictures, and I hope you enjoy

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reading about Esther and Roy's Dyane exploits.

By the time you are reading this the Club's All Citroën Concours will have come and gone... I hope you enjoyed the day as much as I did and that you have filled your diary with some of the other great events in the A-Tractions list.

Enjoy!

Leigh F Miles – Editor



Hello everyone, By the time you read this, the Concours will have been held [thanks again, Ian]; I hope the fine weather we booked was delivered in time!

Some great events

coming up to finish the year with – Roger Brundle and Fay Dunstan are opening up their place for us to check out their Citroën gems. Have a nice country drive, meet up with your fellow club members, check out the antiques shop; who'd want to stay home, with all this on offer?

Two more club meetings for the year:

November: Leigh is running an Observation Run; from his description it looks like it might be merciful enough...

December: a change from previous years, we are having Xmas in December with a BBQ at our place.

Note about next year's Cit-In at Dubbo NSW: although they say "ample accommodation" [p 17 of the last edition of Front Drive], if you got to p18 you would see "book your accommodation NOW... may book out... we

cannot emphasise enough the need to book your accommodation early"; and also, their own registrations are

limited to 200. Since last year was in Perth, there may be many people wanting to take advantage of the event being back East, so get in quick.

Hope to see you at an event soon!

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

● NOVEMBER

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 &

Fay 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.au

Spring in the Castlemaine environs.

Trees, birds and 'roos. Roger and Fay

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 ID 19 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

TIME: 8:00pm

FROM: Canterbury Sports

Ground Pavilion, cnr Chatham

& Guildford Rds., Canterbury

TO: Leigh Miles' 16 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: 6 Oak Rd, 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

Normally, the December monthly

meeting is replaced by a 'Christmas

Break-Up', and this year is no

exception. However, we have brought

it forward by a week, to ensure it does

clash with other festivities you may

have planned.

Next door to our President's house is

a very pleasant park, with BBQ

facilities... so throw some food into

the Esky, grab some refreshments

and join us to round off 2005 in fine

style.

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

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

A-TRACTIONS

Eats', in Box Hill.

● JANUARY 2006

DAY RUN – MORNINGTON PENINSULA

WHEN: Sunday, January 15

LEAVE: 9:00am

FROM: TBC

TO: Pine Ridge Motor Museum
and Peter & Christine Sandow's
at Blairgowrie

COST: Gold coin donation

BRING: Food for a BBQ or picnic

BOOKING: Essential by January 12

CONTACT: Leigh Miles
[03] 9888 7506 [H]



activities@citroenclassic.org.au

What better in the middle of summer to enjoy a day on the Mornington Peninsula? But, the Peninsula is not just about sun, sand and sea. Pine Ridge, behind Dromana boasts a boutique motor museum. Housed in a 1940s style garage and showroom this is an exciting collection of motor vehicles, bowsers, signs and motoring memorabilia.

Then, it is off to join Peter and Christine Sandow at their house in Blairgowrie for a BBQ or picnic lunch. Pure Melbourne Bliss!

RACV AUSTRALIAN GREAT 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
25years 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.

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

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!

Remember as well, that the following
day is Australia Day – so with no
reason [other than the Australia Day
Historic Car Display] to be up early,
there is no reason not to join us.

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

A-TRACTIONS

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: Friday, January 28
 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.au

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?

● MARCH

AOMC AMERICAN MOTORING SHOW

WHEN: Sunday, March 5
 TIME: TBA
 WHERE: Flemington Racecourse
 COST: TBC
 BOOKING: Not required
 CONTACT: Leigh Miles
 [03] 9888 7506
activities@citroenclassic.org.au

SPARE		PARTS		FUND				MEMBERS	
For a one-off \$100 fee		Spare Parts		Fund members receive a 10% discount on spare parts.					
Alain	Antonious	Jeff	Cox	John	Hawke	Iain	Mather	Chris	Reid
Graham	Barton	Doug	Crossman	Peter	Holland	Ian	MacDermott	Phillip	Rogers
Grant	Bartrop	Adelino	da Silva	Alan	Hurst	Andrew	McDougall	Barry	Rogers
Andrew	Begelhole	Serge	Doumergue	Keith	James	Mark	McKibbin	Warren	Seidel
Wyn	Boon	Christian	Ducasse	Jean-Pierre	Jardel	Leigh	Miles	Robert	Shackley
Peter	Bourne	Jon	Faine	Fred	Kidd	Laurie	Moers	Peter	Simmenauer
Peter	Boyd	Greg	Fienberg	Rob	Koffijberg	Michael	Molesworth	Lois	Smart
Peter	Boyle	John	Fleming	David	Law	Derek	Moore	Robin	Smith
Ron	Brookes	Eric	Forster	Max	Lewis	Dave	Morrell	Lelvin	Stribley
Roger	Brundle	Jason	Glenn	Rob	Little	Ronald	Murray	Bruce	Stringer
Greg	Bunting	Bill	Graham	David	Livingstone	Mike	Neil	Barry	Teesdale
Mel	Carey	John	Greive	Brian	Love	Richard	Oates	Mark	Vickery
Gerry	Carson	Ruth	Harrison	Dominic	Lowe	Alec	Protos	Brian	Wade
Denton	Christie	ND	Harwood	Peter	Lowrie	Darien	Pullen	Rod	Ward
						Keith	Radford	Hughie	Wilson

Cit In 2006
Citrøens 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.citroencarclub.org.au>

A range of events has been organised for Cit In 2006 Citroëns on Safari. These include:

⚡ Show and shine on Saturday morning

⚡ Various

self-drive or walking tours of many of the attractions of Dubbo

⚡ A trivia night for all to participate in

⚡ An observation and tourist run

⚡ Visits to wineries and art galleries

⚡ Novelty events at the Zoo Picnic [get into training now to win the perpetual trophy for your club]

⚡ Guessing Competitions

⚡ A guest speaker or two

⚡ Dancing after dinner

⚡ Technical discussions

⚡ Telling of tall and sometimes true Citroën stories...

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

★★★★☆

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

★★★★☆

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

CARAVAN AND CABIN PARKS

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

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

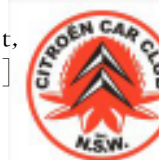
we will only be able to accept registrations up to that number and no registrations will be accepted after 31 March 2006 so please don't just roll up on the Easter weekend as we do not want to offend you by turning you away. It has been decided that only full weekend registrations will be accepted for Cit In 2006, however you may exhibit your car at the show & shine on Easter Saturday.

Our web site is

<http://www.citroencarclub.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 ⚡



CCOCA TO HOST CIT-IN 2008 IDEAS AND VOLUNTEERS SOUGHT

CCOCA & CIT-IN '08

As has previously been mentioned, CCOCA is scheduled to host the 2008 Cit-In, the National Easter Citroën rally. This year's event in Perth was a lot of fun; next year is in Dubbo, and CCCV are running the 2007 event.



We want to follow this tradition by running a truly great event. Work is progressing, but we need more skills and input to help plan the details and put it all together. You too can be part of our dynamic team. We would love you to join us!

While tentative thoughts were directed towards Broken Hill, no firm decision has been made to

host the Event there – the Committee recognises that hosting an event such as CitIn without the benefits of a member 'on the ground' increases the degree of difficulty by a considerable degree.

So, here is an opportunity for you to have input into the destination for the Nation's Citroëns at Easter, 2008.

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

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

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



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64 Queen Street, Warragul, Victoria 3820

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Mildura Rural
City Council

Planning for OzTraction 2006 is under way! The first planning trip to our selected destination, Mulwala on the New South Wales side of the Murray

great things scheduled for Mulwala Mischief – OzTraction '06.

DATES

OzTraction '06 runs from Friday June 9 to Monday June 12, 2006

MULWALA MISCHIEF

River has been completed.

Full details of the event will be in the next edition of 'Front Drive', which is due in your letterbox in the week before Christmas. That

edition of 'Front Drive' will also include your booking forms.

With planning in train, we thought to share some of

DESTINATION:

Mulwala, in southern New South Wales

WHAT'S INCLUDED?

FRIDAY NIGHT

☞ Light Supper

SATURDAY

Parade through town

☞ Show & Shine on the foreshore of Lake Mulwala

☞ Tourist Run/Observation Run

☞ Visit to Heritage Farm

☞ Visit to Byraminne homestead, with afternoon tea – opening exclusively for CCOCA

☞ Banquet-style dinner

SUNDAY

☞ Visit to Pioneer Museum – opening exclusively for CCOCA

☞ BBQ Lunch

☞ Visit and wine tasting at Monichino Wines

☞ Visit International Model Car Museum – opening exclusively for

CCOCA

☞ Formal Dinner

MONDAY

☞ Farewell breakfast

While final details of the costs are still being negotiated with some providers the Rally Fee looks like being of the order of \$125 per person.

Naturally, your accommodation and refreshments at the included meals will be to your direct account.

The Committee of CCOCA are already looking forward to this Event, and we hope to see as many members as possible turning up!

Leigh F Miles & Sue Bryant ☞



As motoring prices gallop remorselessly higher, drivers are looking to cut fuel costs. Some are going for more efficient small cars. Those with deeper pock-

ets are buying hybrids which use even less fuel. But Roy Begelhole is motoring in a 24-year-old French car which uses an incredible three litres per 100kilometres. Peter Collins reports...

Warrnambool resident Roy Begelhole has a better reason than many to appreciate French cars. His family connection with France goes back at least five centuries.

So, it was no surprise that he has three Citroëns in his car collection. The maintenance engineer – a self-confessed motoring fanatic – had his first French car, a Big Six Trac-

tion Avant, when he was a teenager. He and a mate used it to tow their hot rod to speedway meetings.

‘We also used to hoon around and chase girls. We paid £50 for it and later sold it to another guy. Today it would be worth about \$30,000,’ Roy said.

His next was a 1954 Citroën Big 15, which he bought about 20 years ago and totally rebuilt.

A 1970 DS 21 Special with the trademark fluid suspension was next in his collection, which also includes a 1910 Vulcan tourer and a 1927 Whippet tourer.

But his quest to own a baby 2CV Citroën was not satisfied until he heard about a 1981 Dyane in the Blue Mountains, near Sydney. The Dyane is the ‘luxury’ version of the two-cylinder classic, which was first produced in 1948 and became one of the most famous cars in history.

‘The bloke had bought it second-hand in England, toured England and Ireland in the late ‘80s and shipped it back to Australia in 1991. He used it for a while and

then put it off the road,’ Roy said.

‘I bought it after looking at photographs and he delivered it to Geelong on a trailer. I paid about \$3,000 for it.’

However, the Dyane was a bit worse for wear with a rusty body and a ‘crook’ chassis, so Roy – a self-taught mechanic and panel beater – spent the next six months of his spare time rebuilding the body and chassis. He also put a new set of rings in the 602cc motor and gave the rest of the mechanicals a thorough check-over.

‘We wanted it ready for the 2CV National Rally in 2000,’ he said.

Almost 70 of the little 2CVs from

MEMBER'S MODEL



various parts of the globe were entered in the Rally, which is called a Raid. Under the rules, the maximum total weight of the car and contents is a tonne. So, Roy and his

through the Gulf district to Cairns, up to Cape York and back to Cairns. Then the Begelholes drove back to Warrnambool.

'We went through places where four-wheel-drives were getting bogged,'

Roy boasted. 'I got 55mpg sitting at 100kph on the open road, but it got back to 35mpg on the rugged sandy tracks.'

The Citroën's unique swinging-arm, fore-aft linked suspension system enabled the Begelhole's to travel up to 100kph on corrugated roads. 'Once you get used to the body roll, it's easy to drive. It can comfortably sit on 100 to 110kph highway speeds.'

MEMBER'S MODEL

Roy in typical Dyane/2CV mode – through the roof and leaning on the windscreen surround. This illustration accompanied the original press article.

wife Esther had to pack their 700kg car as economically as possible.

Into the tiny vehicle went an extra 20kg of petrol, 20kg of water, tent, sleeping bags, clothing and food. It was to be their 'home' for the next six weeks.

They left Warrnambool and drove via the rugged Oodnadatta Track to Alice Springs where the Raid started. From Alice Springs, the convoy headed to Mount Isa,



Maximum speed through the four-speed gearbox is 115kph with the motor spinning at about 6,000rpm.

After the big northern Raid in 2000, the Dyane ran a more leisurely life around Warrnambool until the Begelholes loaded up again for another Raid last year around northern Victoria and New South Wales.

They drove their little car through the Big Desert, Swan Hill, Beechworth, Dargo, up to Canberra and back to Victoria.

Roy had earlier helped survey the route by travelling most of it in his 'other car', a Mitsubishi Pajero.

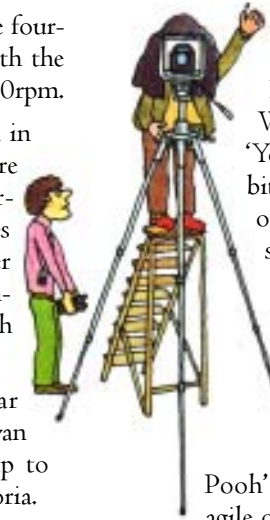
In three years' time, they

hope to take part in another Raid around Western Australia. 'You've got to be a bit crazy to do one of these runs,' Roy said.

He calls his little burnt orange Citroën 'Tigger' because – like the character in

'Winnie the Pooh' – it is light and agile on its feet.

His secret to mechanical reliability is to change the oil and filter



Here, and over leaf are the images from the front and back covers of an English brochure for the Dyane, dating from 1972, in the editor's collection.



every 1,600km [1,000miles].

The 2CVs were originally built for French peasants and could be driven over a ploughed field car-

MEMBER'S MODEL

rying a basket of eggs without breaking one.

'I've seen pictures of them towing caravans and tandem trailers,' Roy said.

His machine has a twin throat Webber carburettor. 'When you're at full throttle you have a carby barrel for each cylinder'.

TAIL END

When Citroën launched the radical little 2CV car in 1948 it caught the motoring world by surprise, but soon became one of the most popular cars in history.

The 2CV label is French for deux chevaux, literally 'two horses', from the tax horsepower rating of the first 375cc engine which only developed 9bhp.

Dubbed 'The Tin Snail' by English critics, it proved that simplicity really works.

A total of 3,872,583 2CV 'limousines' and even more derivatives were produced between 1948

and 1990 before finally succumbing to customer demands for more speed, comfort and safety.

Pierre Boulanger's early 1930s design brief – said by some to be astonishingly radical for its time – was for a low-priced, rugged 'umbrella on four wheels'. It was to enable two peasants to drive 100kg of farm goods to market at 60kph, in clogs, across muddy, unpaved roads if necessary and use no more than three litres of petrol to travel 100km.

Boulanger later also had the roof raised to allow him to wear a hat while driving.

When Citroën finally unveiled the car at the Paris Salon in 1948,

journalists laughed at it. But there was a three-year waiting list within months.

The body was constructed on a dual H-frame chassis, an aeroplane-style tube framework and a very thin steel shell, propelled by a flat-twin air-cooled engine.

Front-wheel drive made the car easy and safe to drive. The canvas roof could be rolled completely open. The seats were hammocks suspended from the roof by wires.

This article first appeared in 'The Standard', on June 25, 2005. ✂

Early advertising images of the Dyane are difficult to find. But this image shows the original four-light Dyane 6 – not as some expect either a Vauxhall Viva, nor a Holden Viva!



MEMBER'S MODEL



LJK Setright: Brilliant, with an air of mystery. LJK Setright, who died this month, inspired a generation of readers, including David Wilkins

the most talented of the outstanding motoring writers who made 'Car' required reading for discerning enthusiasts for a quarter of a century or so after its birth as 'Small Car' in 1962.

Many of 'Car'

magazine's early features did not carry by-lines, so from the reader's perspective, it is difficult to establish the precise date of Setright's first contribution, although his Sport Report column was an established fixture from 1966. This enjoyed a prominent position in the magazine, although at first there was little indication of the enormous range of his later work.

In the June 1966 issue, an early photograph of Setright accompanied an interview with Colin Chapman, the founder of Lotus. The picture shows a distinguished looking gentleman with an extravagant moustache, although at

this early stage, there was no evidence of the monocles, hats, capes, cigarette holders or other accessories in later photos.

For the reader, these props contributed to the air of exotic mystery that surrounded Setright to the end. Considering the extent of his output, he disclosed surprisingly little in print about his personal background or circumstances.

One wonders what those who encountered him on the road made of him. He sometimes gave a clue, as here during his 1967 account of the Lamborghini Miura: 'The man at the Swiss customs smiled indulgently when I told him that the Miura was simply a Mini Cooper turned back to front.'

In December 1966, a piece appeared that set the pattern for much of Setright's later work for 'Car'. In it, he records his impressions of the Jensen FF, a remarkable car that scored two notable firsts: the use

of four-wheel drive for improved traction on a fast road car, years before the Audi Quattro, and Maxaret anti-lock brakes. It is the only car test where the words 'Jupiter Pluvius' may be read.

His precise, elegant prose conveys the purpose and possibilities of these then-unfamiliar technical features with superb clarity, and, while he could be a stern critic of the motor industry's more half-hearted products, Setright was generous in his praise of genuine innovations.

Carmakers were bolder then, and like Jensen, they often bet their companies on untried technologies. Daring, advanced models of the late Sixties and early Seventies, such as NSU's rotary-engined Ro80 and Citroën's GS and SM, didn't always live up to their promise, but they brought out the best in Setright's writing, which often combined with the outstanding artwork and photography for which Car was

VALE LJK SETRIGHT

of the UK newspaper, 'The Independent'

I never met LJK [Leonard] Setright, but I am sure I was not the only person who knew him only by his work to have been saddened by the news of his death.

Over the course of a career spanning several decades he wrote a number books on motoring subjects, including 'Drive On!', his fascinating social history of the motor car. ['Drive On!' is in the CCOCA library and is a book that is well worth borrowing. Ed.] He contributed to many magazines and newspapers, including this one. But he was best known as perhaps



LJK Setright, and the rest of the writers that made up the 'Frontline' crew for 'Car' in 1990. The others? George Bishop [also a Citroën enthusiast and sadly deceased], and Phil Llewellyn on the extreme right.

justly famous to brilliant effect. Here he is on the GS, in 1971: 'According to Voltaire, 'the secret of art is to improve on nature'. It is a peculiarly French attitude, one that

VALE LJK SETRIGHT

is manifested as much in their engineering as in their graphic, plastic or musical artefacts. In their automotive engineering it is especially apparent...

Setright did not just write about cars; his long-running Handlebars column provided a platform for his views on motorcycles, and he often analysed and explained the finer points of in-car entertainment. But whatever his subject, his extensive knowledge of art, music, history and a dozen other fields shone through.

Another distinctive feature of Setright's writing was that it often contained intriguing references to unusual advanced driving techniques. His long-term tests for Car of the Peugeot 305 in the late Seventies, for example, praised the ease with which it was possible to execute something called a clutchless gear-change.

I am not sure I ever entirely understood what this involved, but as far as I could tell, he had discovered that given a particular combination of road speed, engine speed and – this was probably the vital

bit – Setright-ian skill, it was possible to ease the lever between gears without operating the clutch. My parents owned one of the then-new 305s, and I did much of my early driving in it; I was tempted to copy Setright's technique, but

never quite summoned up the courage to try.

There was an assumption on Setright's part that you, the reader, would be as well read as he: 'You will remember from reading your Suetonius that the proudest boast of the Roman Emperor Augustus was that he had found the city brick and left it marble. In the same vein, Citroën may claim to have found the automobile a motorised cart and made of it a magic carpet.'

He wrote warmly about other models he ran for long periods, such as the Volkswagen Scirocco Storm and, more recently, the Honda Prelude. Most famously, he was a long-standing Bristol enthusiast.

Setright contributed to 'Car' well into the Nineties, and he was recalled at least once to contribute to commemorative issues when the magazine celebrated milestones in its history. But if you want to read Setright in his prime, it is well worth tracking down old copies of Car from the Sixties and Seventies via eBay or dealers in second-hand car magazines and brochures. For

a mere £5 or so – not much more than the cover price of today's glossy mags – you can experience the master at his best.

This article first appeared on September 20, 2005.

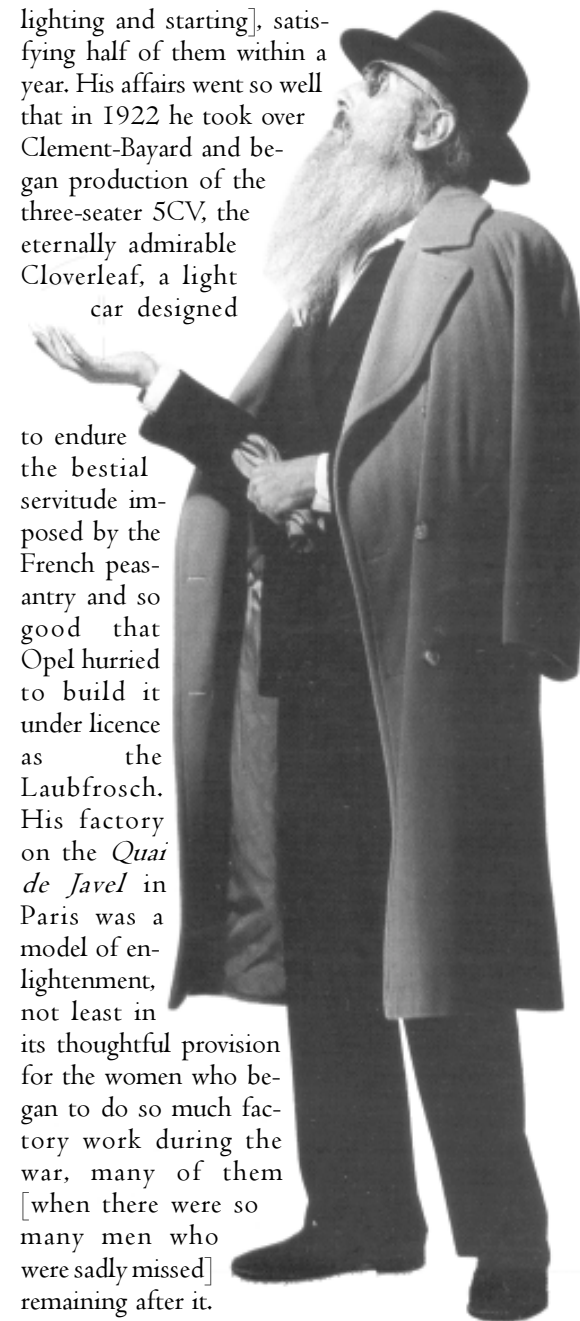
LJK Setright over the decades wrote lovingly of Citroën, the marque, and of many of the models from this manufacturer. I have included below just some of his Citroën-related comments that can be found in his last book, 'Drive On! A Social History of the Motor Car'. If you only read one more motoring book in your life, I cannot recommend too highly to you that it should be this one.

Leigh F Miles

What was more important was what was happening at the other end of the gamut, where an absolutely brilliant little man [petulantly described by Louis Renault, the even tenor of whose meanness had been grievously disturbed, as *le petit Juif*] had set about mass-production in the style of Henry Ford. This was André Citroën, erstwhile chief engineer of Mors and more lately the wartime savour of France's ammunition industry, who had in month set up Europe's first real line-assembly plant and took 20,000 orders at the 1919 Salon for his Type A tourer [which incidentally was the first low-priced car to embody electric

lighting and starting], satisfying half of them within a year. His affairs went so well that in 1922 he took over Clement-Bayard and began production of the three-seater 5CV, the eternally admirable Cloverleaf, a light car designed

to endure the bestial servitude imposed by the French peasantry and so good that Opel hurried to build it under licence as the Laubfrosch. His factory on the *Quai de Javel* in Paris was a model of enlightenment, not least in its thoughtful provision for the women who began to do so much factory work during the war, many of them [when there were so many men who were sadly missed] remaining after it.



There were groceries and other shops on the premises, crèches for little children, and proper medical facilities. Considering the scale on which he worked, there was prob-

VALE LJK SETRIGHT

ably never an individual industrialist as great or as good, though certain corporations such as Fiat and the Japanese came to exercise a similar paternalism.

SETRIGHT ON THE TRACTION AVANT

In France there was a man who made his own way, and thus made the way literally smooth for the people, a man whose name had shone in 250,000 lights from the Eiffel tower in 1925. Since 1926 he had extra factories in Belgium, England, Germany and Italy; and in 1933 he set about demolishing his main Paris factory and building a new one able to make 1,000 cars a day – while somehow maintaining production of 360 a day in the midst of the reconstruction. *Le petit Juif* had determined to introduce a front-wheel-drive car, a stiff squat Budd body with an independently sprung wheel at each of its pressed-steel corners. It would be quite fast, quite economical; it would enjoy unprecedented stability, undying fame; it would stay in production for a whole generation, father a whole genus of popular cars; and it would cost him his livelihood, if not his life. The

Citroën 7CV *Traction Avant* took rationalist France by storm when it appeared in 1934.

Not until 1934 was there a car which seriously [that is addressing

all commercial considerations] made an

onslaught on the conventions whereby car design was trapped. At first sight, it was the absence of running-boards that made the Citroën 7A and its prompt and definitive derivative the *Onze Legere* distinctive. Then the proportions began to show: the car was wider and lower than cars in its class commonly were. A look inside showed that, despite the lowness, there was no propeller shaft tunnel combining with the chassis to turn the floor into the semblance of an of an eggcrate, as was the case with low-built but otherwise conventional cars; this car did not have a chassis either. The floor was not even encumbered by the gearlever, which instead protruded from the dashboard. This car, then the most modern and forward-looking production car in the world, had front-wheel-drive.

Early specimens needed a greasing of the driveshafts every 500 miles [or was it 500km?], but the major mechanical problems were overcome and the Citroën rightly flourished.

Rightly, but for the wrong reasons. The truth was that its unitary hull

made it lower, lighter, and stiffer than conventional saloons; its wide track, long wheelbase, and minimal overhangs, made it stable; and its low power made it insensitive to mid-corner throttlings.

People ascribed all its virtues to front-wheel drive, but perhaps only in one way did it help. A front-drive car is naturally nose-heavy; add to this the debasement of the front tyres' cornering power by the camber changes induced by the independent suspension which was a natural corollary of front-drive; add the further debasement caused by the sheer loads on the tyres, which in those days were skinny affairs running closer to their limits than today – and the result was a pronounced understeer that the unskilled driver, and especially the fast unskilled driver, found very forgiving.

SETRIGHT ON THE 2CV

Something even longer-lasting made its appearance in France that year [1949], when Citroën unveiled the 2CV upon which they had been working since the prewar prototype had been recovered from its hiding-place. It was such a car – a car of studied utility, remorseless economy, and irrefutable logic – millions of folk had wanted since 1945; millions would still do well to have it today.

SETRIGHT ON THE DS

When autumn had softened the

agonies of that horrific summer, France had cause to rejoice again in *l'automobilisme*. She had created a car, a production car meant for the ordinary man in the street, sublimely endowed with such complexities of execution and refinement of conception as made the bristling technology of the racing Mercedes-Benz appear merely the laborious handicraft of gifted mechanics. The Citroën DS was an engineer's car, the thinking man's

LJK Setright and the prototype 2CV, from 'Classic Cars' in 1997. 'The 2CV was not really small. It was merely light and frugal'.



car, far and away the most modern car in the world, not only in 1955 but for at least 15 years until another even cleverer Citroën should emerge from the closeted

VALE LJK SETRIGHT

brains of that most uncompromisingly logical of design teams. The Citroën DS should have had a flat-six engine, either water- or air-cooled and with either a carburettor or fuel injection, when it first appeared. It should have acquired active suspension before it gave way to the CX. These things, though readied, were just too much for the firm's production resources, alas; but it was more than enough that the original DS already had powered high-pressure hydraulics to serve the brakes, the steering, the gearchange, and the self-levelling suspension. It also had perfectly progressive nitrogen springing, disk front brakes [Citroën's own], automatic load-sensitive lock-inhibition for the rear brakes, Michelin X radial-ply tyres [that particular revolution began when the X became the standard fitment on the previous model], a detachable roof of translucent resin-bonded glassfibre, front-wheel-drive stability, and a drag coefficient rivaling that of the slippery little Porsche coupé.

No car had ever been cleverer. No car was ever braver. The DS should

have inspired the world to embark on a new course of motoring engineering, to accept and advance the new standards that Citroën had set. All it did was to gratify the desires of 1.3 million people, to stimulate a lot of arguments,

to expose a great deal of ignorance, and to stand as a lasting reproach to the rest of the industry whenever we compared what they were making with what, on the evidence of the DS, they should have been making. If it achieved no more than that, it was the fault of Citroën; it was the fault of everybody else.

SETRIGHT ON THE SM & GS

No manufacturer was ever more serious than Citroën, and none [until the firm was acquired by, and ground under the heel of, Peugeot, whose irrational and obsessive boss Jacques Calvert demonstrated that he was by nature as well as by career a politician] ever displayed more contempt for what was popular. The 1970 Citroën SM was a low-drag, high-density demonstration of what could be done for the modern car by systems engineering. This discipline had become very highly developed in the dauntingly complex machinery of aviation; it was a much simpler aid to modern flight, the rocket engine, which that year drove Gary Gabelich across the Utah salt at 622.41 mph,

so that man could now proclaim that he had exceeded 1,000 kph on wheels. The Citroën GS, of that same year, was no rocket, but it shared with the SM the best steering geometry ever built into a production car. [Zero caster, zero camber, zero kingpin inclination; with so many corruptive influences removed, any messages conveyed by the steering wheel were likely to be true.] Production was what was amazing about the GS: to mass-produce a car with powered hydraulics for self-levelling ride, ride height control, and braking – not to mention a most elegant air-cooled flat four engine, an immensely strong gearbox, an aerodynamically exceptional body, and detail felicities beyond number – would have been beyond the ability of half the world's mass producers, and beyond the comprehension of the other half. If the SM demonstrated systems, the GS demonstrated logic; and if the Fiat 128 has been inadequately acknowledged as the most influential car so far, the Citroën GS deserves appraisal as one of the most meritorious.

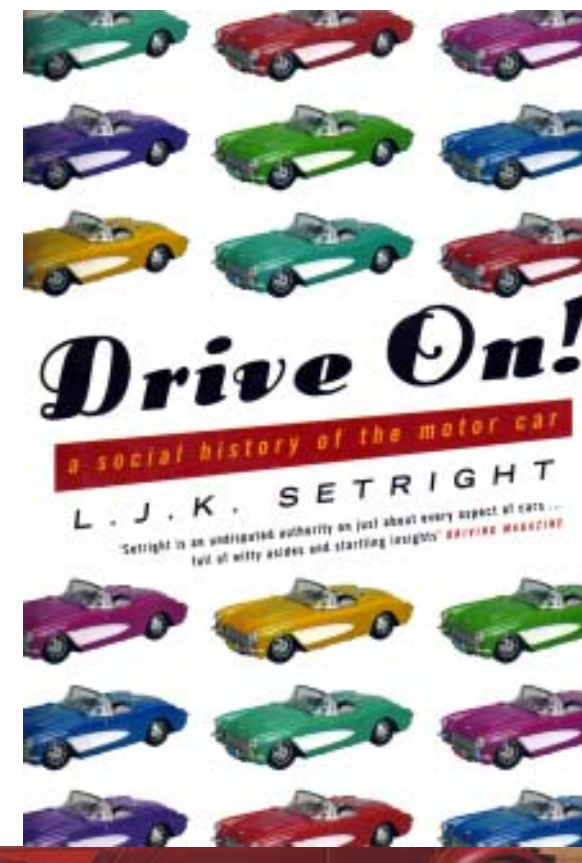
SETRIGHT ON THE BX

Conscious of their obligations to the lower middle classes, Citroën extended their range of sophisticated saloons downwards [as distinct from tarding up their economy cars, as others might] with the BX, which brought their ad-

mired hydropneumatic suspension into a broader market-place. It also addressed a matter of growing concern, which was the cost of repairing body damage in a car that was all body: extending their principles of removable and replaceable panels, and using lots of plastics, they enabled the owner of a BX to dismantle much of the body using only a Philips screwdriver.

These excerpts are from 'Drive On!', by LJK Setright, published by Granta Books, London.

Setright was best known as the most talented of the outstanding motoring writers who made 'Car' required reading for discerning enthusiasts. Discover him again, by reading 'Drive On!'.



The Dyane and Méhari. In the mid-sixties, Citroën had embarked on an ambitious plan to update and widen its range. In particular, work had

Since funds for updating the 2CV were scarce, it was decided to redesign the bodywork whilst fitting it to a similar floorpan and existing mechanics. Citroën's own design team already had its hands full, so the project for

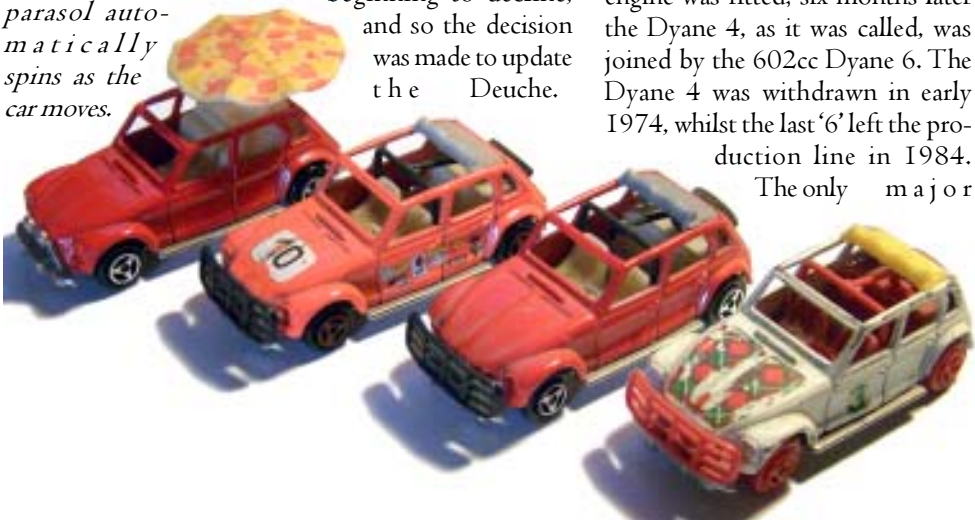
what was surely intended [though this was never mentioned] as the replacement for the 2CV was given to Panhard's Louis Bionier. What emerged in 1967 was a very much modernised version of the 2CV, the frontal aspect having some relationship with Panhard's 24 range, and with a name, Dyane, closely linked to past Panhards: the Dyna and Dynamic.

Early Dyanes had a 425cc engine and four-light body. Just a few months after the car had entered production, a slightly larger 435cc engine was fitted; six months later the Dyane 4, as it was called, was joined by the 602cc Dyane 6. The Dyane 4 was withdrawn in early 1974, whilst the last '6' left the production line in 1984.

The only major

TOY A-TRACTIONS

The Majorette models of the Dyane were produced in a wide array of paint finishes and with various decals. The model furthest from the camera is the editor's favourite – the parasol automatically spins as the car moves.



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styling modification during the model's lifetime was the addition of a third side window like that on the 2CV, the new car being first shown at the 1969 Paris Salon. Over

the demise of the French Dinky Toys factory, was produced in Spain. It also came out as an English Dinky Toy [No. 149], the French body casting being mated to an English base and rather unattractive 'Speedwheels'.

The real-life Dyane enjoyed respectable sales in Britain, and Dinky's rival, Corgi, also brought out a model. This was of the Dyane 6 and was available in two distinctive scales [$1/36$ and $1/58$, the latter being called a 'Corgi Junior'].

Prizes for the largest number of versions of a single toy might go to Majorette, the French equivalent to Matchbox Toys, which produced a $1/60$ scale version of the Dyane for many years. The Encyclopédie des Jouets Et Miniatures Citroën states simply 'Version portant de nombreux numéros et décorations différents.' Suffice it to say that there must be dozens of varieties, many with different racing or rallying configurations. Incidentally, Majorette also made a $1/60$ scale model of the Dy-

ane-based light commercial vehicle called the Acadiane, again in many different versions. Slightly smaller in scale [$1/65$] to the Majorette model was Norev's offering in its 'Mini-jet' series. Whilst this was produced in metal, Norev's larger $1/43$ scale version was in plastic. Norev recently resurrected this model and it is again in the catalogue [No.153711], this time in metal.

Models of the Dyane are not nearly as numerous as those of the 2CV, but apart from those mentioned above, there are versions from Clé, Mebetoys, Polistil and Minialuxe.

Mention of Minialuxe brings me to models of the Méhari, a small Jeep-like vehicle based on a strengthened Dyane 6 platform, which came out in 1968 and was produced until 1987. During this time a total of almost 145,000 of the plastic-bodied Mini-Moke rival was produced. In fact, the Méhari had not started off as a Citroën design, but was created by the SEAB company which

specialised in special plastics. Citroën was soon convinced of its potential and quickly decided to put it into production themselves. The Méhari was available in two-seat or four-seat form and a four-wheel drive version was also produced, though in small numbers. The only thing that let the Méhari down was that its detachable upper frame denied the fitting of seat belts and thus it fell foul of safety legislation.

The Minialuxe model appeared in 1970 at the scale of about $1/40$. Like the original vehicle, it sports a windscreen that can be lowered flat onto the bonnet, and comes in a similar range of colours: white, red, forest green and orange. Minialuxe produced several versions of its model, some towing a trailer carrying a replica of a Zodiac inflatable boat.

Left: Matel Mebeltoys model A84 with opening front doors and unfortunate alloy wheels.

Centre: Dinky model 149 with an opening bonnet and more 'alloy' wheels.

Right: Pilon model M357 has opening bonnet and tailgate with quite realistic wheels.

TOY A-TRACTIONS

Matel's larger dimensioned 'Hot Wheels' range also included the Dyane. With opening doors and bonnet, which reveals a quite well detailed engine, complete with spare wheel. Barbie at some point clearly preferred to be seen in a Dyane.



Norev also brought out a version of the Méhari in plastic, and like the Minialuxe model, this is accurately detailed. Like Norev's model of the Dyane, it has recently been

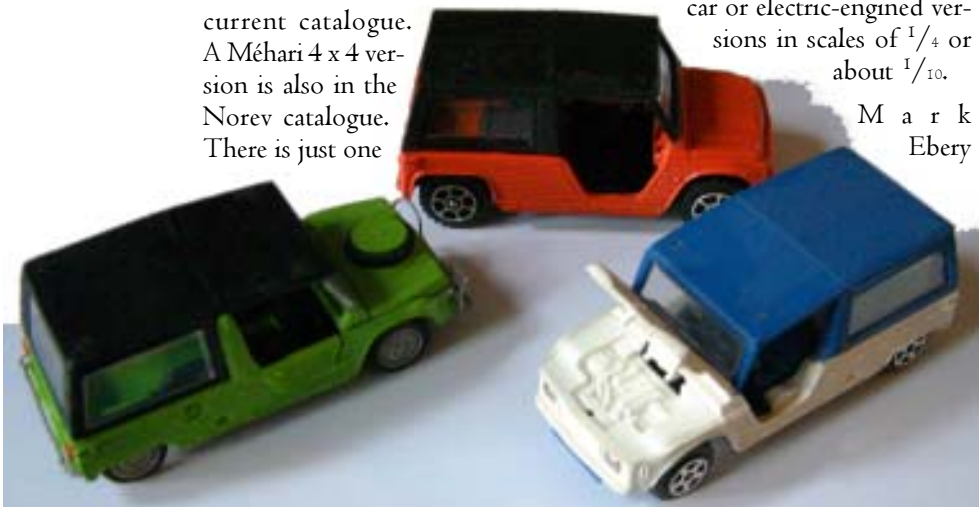
other model of the Méhari available in a properly miniature scale: a $1/43$ version from the Italian Polistil company. But it seems that models of the Méhari were also

TOY A-TRACTIONS

revived and is in the current catalogue. A Méhari 4 x 4 version is also in the Norev catalogue. There is just one

popular in much larger scales: there are several pedal car or electric-engined versions in scales of $1/4$ or about $1/10$.

Mark Ebery



More talk about Light 15 crown wheel and pinions by Bernie Hadaway

The teeth on our spiral bevel pinions live in a very stressful environment and anything we can do to make their life less stressful and long lived is less stressful for everyone. Stressful lifestyles, as we know, lead to *fatigue*. This, I believe, is a cause for spiral bevel pinion failures in Light 15 gearboxes – and many other gear failures, if it comes to that.

Metal fatigue takes root from surface imperfections, such as grooves or machining marks, where high stress concentration, above the average operational stress forces takes place. They are particularly of concern when the grooves, or machining marks are in a plane across the applied acting strain forces [bending].

The stressed concentrations, when repetitive, cause local surface cracking sympathetic to the surface defect, and in a short time will generate into a total *fatigue failure*. The progression of *fatigue failure* can be traced across the fracture surface after a gear tooth separates. The surface of the fracture will show the progression of the fatigue crack which can nearly always be traced to a surface irregularity.

An analogy of *selective fatigue* can

be observed when a length of wire – coat-hanger wire would do – is vee notched with a file and then subjected to repetitive bending. It will invariably break at the notch,

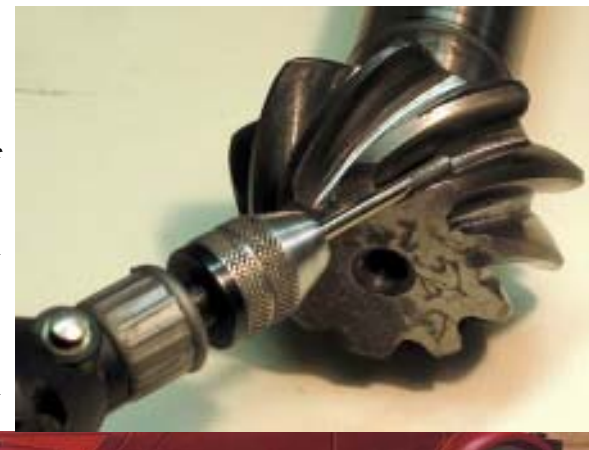
TECHNICAL TALK

whereas wire without notching will not when subjected to the same treatment.

It follows, that if we can avoid areas of stress concentration on the spiral bevel pinion, then the life of our Light 15 gearboxes should improve – and as a consequence, ours as well.

The source of *stress fatigue* is generated from the longitudinal machining marks or grooves, in the pinion tooth root or gullet, left over from the gear hobbing process. In most cases where adequate design safety factors exist, low stress is encountered and the marks would not be a problem. In the case of the

Photo 1: 1/8 inch diameter diamond plated burr driven by a s m a l l 25,000rpm modellers' power head



Light I5 crown wheel and pinion it does not appear to be the case, and it is reasonable to consider the removal of the marks.

It is not a difficult undertaking.

TECHNICAL TALK

Photo No. 1 shows a pinion where the gullet imperfections are converted into a smooth fillet radius. It will provide the opportunity for uniform stresses in this vital area and should increase operational life.

The correcting tool is shown. This is a relatively inexpensive $\frac{1}{8}$ inch diameter diamond plated burr driven by a small 25,000rpm modellers' power head. The tool's rotation leaves directional marks in the tooth gullet which will not cause *fatigue*. The longitudinal imperfections have gone.

Photo No. 2 shows typical hobbing marks before removal.

There can be other longitudinal marks on the pinion tooth flanks; these will be on the forward drive pinion face. They usually result from

too much meshing clearance between crown wheel and pinion, and are discovered when we pull down a box for maintenance. These marks are caused by *tip interference* when the pure involute action under power is not achieved. The tips of the crown wheel teeth bear hard into the pinion tooth face due to poor involute action, resulting in surface spalling of the pinion tooth faces. If these marks are not too bad I am inclined to blend them out before returning to service.

Photo No. 3 shows what to look for. I have exaggerated a typical defect for photographic purposes.

Problems associated with *tip interference* are now recognised and computer programming of gear cutting geometry provides precise *tip relief profiles* on the gear teeth and would be great on Light I5 crown wheels!

If we examine the crown wheel – as is the case with my example – we will see evidence of the high-pressure edge at the tips of the teeth, which is a bright, shiny line. Some indication of the contact forces involved can be appreciated by the slight chipping of the teeth on outside corners

Photo No. 4 shows this quite clearly.

One is tempted to ease these edges,

but I am not sure if I can guess a proper profile to overcome this problem – I will think about it!!

In any case, the meshing clearance, which our manual tells us about, is usually about 0.008inches.

This should be observed and certainly not exceeded because it could generate another source for *fatigue* problems.

After all this, I cannot positively qualify my recommendations as being a cure for all ills because I have only in recent times put them into practice. However, as always I *know I am right!!!* [ask my wife, Clare!!!!]

There is one more assembly precaution I take to look after my crown wheel and pinion – but this is another story.

Bernie Hadaway.



Below left to right.

Photo 2: Typical hobbing marks prior to removal.

Photo 3: An exaggerated image of what to look for.

Photo 4: Slight chipping of the teeth on the outside corners.



This month Andrew McDougall and Rod Ward – our two Committee Persons with Portfolio are telling us what they have been up to their

FLEET FOLLIES

cars, recently.

ANDREW McDUGALL – COMMITTEEMAN

Until recently the 2CV remained as purchased, four different coloured wheels, a rough front bumper bar, small patches of rust around the fuel filler and boot and bonnet hinges and various panel dents. Since this time, the car has only done about 10,000 miles, but has run faultlessly and with a good performance. A couple of months ago I decided it was time for some long overdue refurbishment. By this time there was a rotted front muffler and engine pipe. I purchased the necessary parts, as well as oil and air filters and grommets for sealing the plastic reservoir to the brake master cylinder from David Gries and was agreeably surprised how reasonably priced they were. Whilst fitting these parts I rubbed down the wheels and repainted them – it looks smart with 4 wheels the same colour, straightened out the front and rear bumper bars, painted them and also applied new black tape, treated the various rusty areas and applied paint, replaced the heavily corroded front bumper bar sup-

ports with new ones, kindly given to me by Ian Sperling, liberally sprayed fish oil into all the cavities and polished the body paint and plastic hood. She does retain her various ‘character’ panel dents, however from a dis-

tance she now looks quite presentable.

Andrew McDougall

ROD WARD – COMMITTEEMAN

Hardly a fleet by some standards however my Slough built 1948 Traction is the folly. It has been under my stewardship for just over 12 months now. We have been the carriage at a wedding and a few balls and have yet to turn into a pumpkin.

When we purchased her, she was Tasmanian registered. The change to Victorian plates was relatively uneventful save for the ‘requirement’ to install a new windscreen. I kept the old one, as I could not see too much wrong with it – more rare spares in the closet. The inspector at the Vic Roads office made a few rude remarks about the droopy gearstick protruding from the dash but was otherwise inoffensive and off we drove in a fully Victorian registered traction.

Since then we have attended most CCOCA events and a few displays – the last being the free day’s parking in Federation square.

Our current philosophy has tended toward conservation rather than restoration. However, the next project will involve replacement of the torn head lining. This will inevitably highlight the relative taintiness of the rest of the interior and may well lead to a time consuming restorative process.

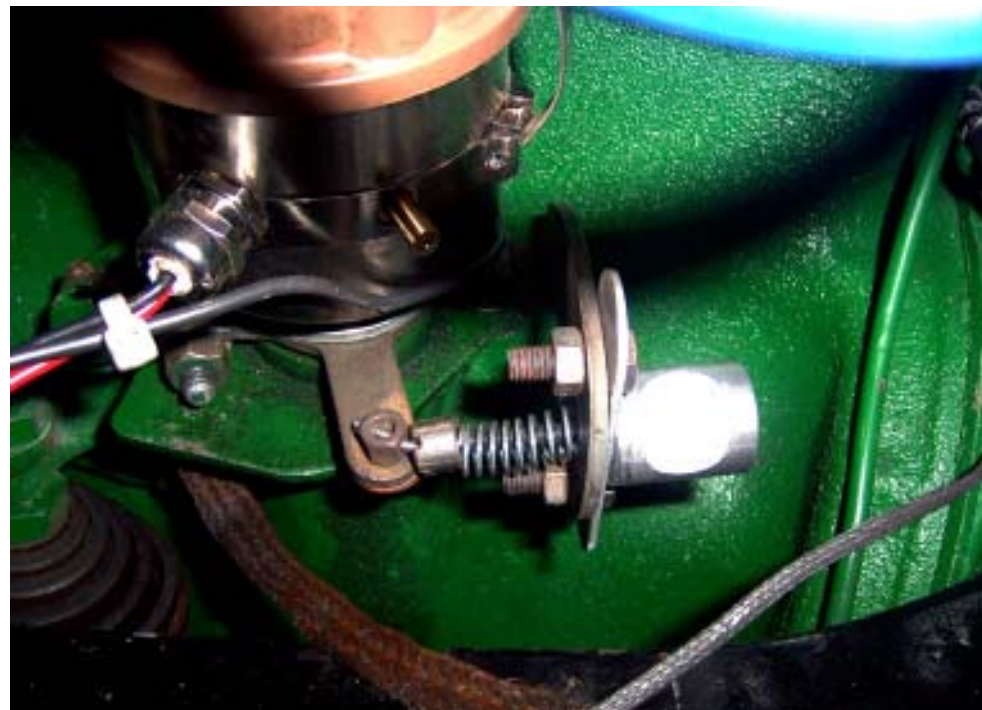
I have managed to seal the water pump shaft and now appear free of the dreaded clutch sticking due to water dripping into the bell housing.

The only significant mechanical change has been to install a 123 Ignition system.

This project involved a negative earth conversion – very simple and straightforward however, you need to get behind the dash in order to reverse the ammeter connections, probably the most difficult part of the process.

The 123 unit fitted directly into the existing mounting system and the only messing about was to replace the original external vacuum advance unit with a spring loaded threaded shaft. This facilitates easy adjustment of timing without the need for any spanners. I have included a photo of the adjustment system just for fun.

Rod Ward



Spectacular Werribee Park, located just outside of Melbourne, is host to the annual Helen Lempriere Sculpture Award. Each year visitors make the short

rusty steel [and they are not referring to the CX].

While Jason Waterhouse did not win the prize, I am sure members of CCOCA will join me in believing he deserved so to do.

Jason

Waterhouse – Citroën Pod 2004 1978 Citroën CX, mild steel, plywood, polyester filler, automotive paint, 130 x 173 x 466 cm

The original complete Citroën has been stripped back to a shell, reformed and sealed. The viewer recognises evidence of the original, but

the duality unveils an uneasy second impression, one that questions the prior knowledge of function and the ability to access this. Citroën Pod aims to bring awareness to the nature of our relationship with the automobile, its social and environmental impact, its place in the future and the value we place on it today. ✂

CITROËN POD

trip to wander, mesmerised, through the immaculate gardens sprouting all manner of visually arresting objects. There is something incongruous yet wonderful about juxtaposing vibrant artworks against a natural setting. The sculptures this year were made from everything from plumbing pipe to



I was so pleased with the performance of my Big I5 after fitting the I23 ignition and not being in a position to take it on a nice long drive to really evaluate it under all conditions, I decided to do the same to my D

Special before embarking on the 50th Anniversary 'D' run with Brian Wade.

The immediate benefit to this car was as astounding as the Big I5 and I can imagine 2CV owners that have fitted I23 to their cars agree; the smoothness is very noticeable right from the first turn of the key. I met another D owner on the run who absolutely agreed. My car in its life with me has never shown a great tenacity in climbing hills, much less mountains, this was to be my next revelation, while the engine is on its latter stage of life and is starting to use a little bit of oil, the ability has now returned to hang on much better in the hills and even accelerate up a lot of reasonable grades. Not everyone will experience great gains in power as this will depend upon the condition of your present distributor, but remember even the youngest is now 30years old, so wear and tear will take its toll. Over the trip we covered 2,500km at an average of 29.65miles per gallon; considering the terrain between Tallangatta and Jindabyne as we climbed Mt.

Kosciuszko I was quite pleased, as this section involved a lot of 2nd and 3rd gear work and then a return home trip at highway speeds into a howling head wind it was

probably better than expected. I23 is doing it for me.

Tyre pressure for Tractions: The following article has been lifted from the CTA website.

The problem of tyre pressure. In the service manuals it is written that the tyre pressure in the front has to be 1.2 [1.3] and the rear 1.4 [1.5] atmosphere. In our garage, we have raised the tyre pressure to 2.0, this way the car will respond much better when turning the steering wheel. This has no bad effect on the wear and tear of the tyres. To verify this we have contacted Michelin in the Netherlands, they passed our question on to Michelin France, Department Techniques, and they advised to raise the tyre pressure to 1.7 front and 1.9 rear with a load of 2 persons and 2.0 front and 2.2 rear with a load of 4 persons and some luggage. The reason for this according to Michelin is: the roads are much better now than in the past and the tyres are made from better material. Our experiences correspond to the statement from Michelin. We have never seen any increase in wear and tear due to the higher pressure.

SPARE NEWS

Rob Little continues:-

If I remember correctly I atmosphere = 14.7 psi. I just thought this article was worth reprinting.

SPARE NEWS

Another item we have added to spares recently is spark plugs for Traction, many people have asked what type I use and I have confessed I have never purchased any but after ignition mods I thought

it may be nice to give it a birthday, so after colluding with another local member Brian Love who incidentally has every spark plug and filter book published from the year dot, we established that the NGK B-6L was the best

equivalent. I now have 10 of these in stock and more on their way and will have them available at the club shop on Concours day at a cost of \$3.90 each.

Rob Little.



FOR SALE

1955 2CV #85510007

More than a car, this is a complete life! Ex-CCOCA member has decided to 'divest' himself of his 2CV and his collection of parts, publications and the like. Babette is a 1955 2CV, #8551007. Registered as JS IIII Tasmania [JS=John Stafford]. It is all there, I bought it as a project, body/chassis has the usual steel cancer. The owner has not had the engine running, however.

Other parts

- 2 x chassis, 1 on wheels, 1 incl. axles/hubs
- 1 x spare driver's door & front wing
- at least 2 gearboxes. [see photos]
- 2 x early engines [not complete]
- also odd pistons/pots/miscellaneous engine/body parts
- Crankcase of the earliest 2CV through Commonwealth Mtrs. #8530005
- Original registration: GCS 900 photocopied micro documents in associated box
- 4 x boxes of workshop manuals, spares

Right: Three images of Babette and just some of the parts that go with her. Contact ex-member John Hancocks for more information.



FOR SALE

books, sales brochures, books, memorabilia, notes/facts, interesting articles, 2CVGB Help binder-book & magazines, Planet 2CV magazines in English, a few in French, photo/postcard album. Front Drive magazines

• 1 x English 2CV original bonnet badge. All these items are in Mildura, Vic. Contact John Hancock, PO Box 962 Cooroy, Qld., 4563, phone [07] 5442 6523 or email him at hanky10@bigpond.com [29/06]

PILOTE WHEELS

How to ensure your Traction has all the right bits? Well, to complete your restoration, or ensure you win the next Concours a pair of rare Pilote wheels might be just what you need. These are in excellent condition. In the first instance, contact the Editor by email: editor@citreoclassic.org.au [29/06]

1939 11 BL TRACTION AVANT

Bangkok. Traction Avant 11 BL with sun roof. Manufacturing date: 1939, RHD. Excellent condition. Michelin tyres. Black with red leather seats. Perfect brightwork. Imported in Thailand [legally] in 1951. Find out more about this car at <http://www.citreonthai.org/CitroenHistory.html> Contact Fabrice Mattei by email: Fabrice@iprights.com. [29/06]

1985 CX 25 IE PALLAS

White, beige leather upholstery, no cracks in the dash. Auto. CCN 586 [No RWC]. One Owner 124,000km. Registered to February 2006. Deceased estate \$1,250 ONO. Phone David Walker [03] 9725 7255 [B] or 04 1854 5000 [M]. [29/06]

1987 CX 25

Rare 5-speed manual, recently fitted fully re-conditioned engine, tyres with less than 2,000km. New front and rear discs, pads lower ball joints, inner and outer steering track rods. Upper ball joints could do with replacement and these parts are supplied with the car. Mechanically excellent, as is the body, although there is some slight corrosion in the sills. Asking \$1,500, but the car is in Bangkok. Seller estimates landed price in Australia is \$5,000. Contact Peter Symons by email: SymonsP@halcrow.com [29/06]

WANTED

BX HAYNES MANUAL

I have just acquired a brace of BXs. One has a done gearbox and the other has a screwed engine! I would love to get a hold of a Haynes owners work shop manual for these cars. Contact Tim Donaldson by email: donaldson@fuzion.com.au [29/06]

Below: Bangkok-based 11 BL is for sale. RHD, sunroof, 1939-build.

