

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR  
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**

*Australia's National Citroën Car Club*

DECEMBER '05/JANUARY '06 Vol 29 No 7



**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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

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

**COVER IMAGE**

The cover image is taken from the Traction Avant Nederland calendar and shows the cataracts at Etablissement du Petit-Saint-Saveur.

**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, Bernie Hadaway, Rob Little, Jeff Pamplin, Christine Sandow, Ian Sperling and Bruce Stringer.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, January 6.

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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?**

VIC: [www.citcardclubvic.net.org/](http://www.citcardclubvic.net.org/)  
NSW: [www.citroencardclub.org.au/](http://www.citroencardclub.org.au/)  
WA: [www.citroen.aceonline.com.au](http://www.citroen.aceonline.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

Back with a Traction as Member's Model this issue, which naturally gives me great pleasure. While we know

ED SED

that over the decades

Citroën has produced many fine motorcars [and trucks] the Traction is the link that binds more members of CCOCA than any other single thing. Tom Waters, from Tasmania has shared his Traction experiences with us this edition. Unfortunately, the pictures he supplied were not as large as I would have liked – but it is a great read, anyway.

Classified advertisements are run at no cost to the members of the Club, and indeed where space permits we will also run classified ads for non-members. But, the Club makes no endorsement that a car that appears for sale in the magazine is what it claims to be.

In the last edition of 'Front Drive' we listed a Traction that is in Bangkok and which the owner claims to be 1939. The principle

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of *caveat emptor* must be applied and proof of the vehicle's provenance, via engine and body numbers, should be sought prior to purchasing any vehicle – and especially one which claims such rarity.

Enjoy!

Leigh F Miles – Editor



First off, Merry Christmas and a Happy New Year to all our members and your families. That another year has passed by with such speed is amazing... and it provides an opportunity to look back over the year. Highlights for me included OzTraction at Rawson/Walhalla, where the warm company compensated for the cool weather, the Club's evening at Garry Rogers workshop in August and the great joint event with four other Car Clubs when Lance Dixon Motors opened their doors to us.

Of course, once you start to think about the monthly meetings Peter and Christine Sandow's French bicycle odyssey talk and slide show, Ted Cross explaining 123Ignition and Leigh's Quiz Night come to mind as well.

We have also had some beautiful events lately, some of which were unfortunately not as well attended as might be hoped; the Castlemaine run culminated in a convivial afternoon on Roger and Fay's magnificent back verandah; and the Observation Run at the November meeting posed some interesting, challenging questions – and no-one got lost, as far as we know! Great sausages and conversation at the end as well.

The lucky last event for the year is the Xmas BBQ on Wednesday 14 Dec. The previously advised address was close-but-not quite: it is actually 5 Oak Court, Mitcham, and if your Melways is old, find your way to

Lucknow Street, turn onto Madison, and then turn left. Easy. The BBQ is at the end of the street, there should be plenty of parking, either at the end of the court or in Madison or

Lucknow, all nice and close. We look forward to seeing you there.

Leigh has also asked me to point out to you that the date for the Tramway Museum day trip has had to be altered – Leigh has double-booked himself while having a 'senior moment'. So be sure to change your diary; it is now Sunday 19 February. You will also have noted that for a number of events Leigh is asking that you confirm your attendance. Please, if you are joining us for an Event and the listing requests that you book, make sure you book with the named contact for the Event.

Thanks to the Leigh Miles/Sue Bryant team for getting the details for OzTraction 2006 together. They had hoped to have full details and booking forms with this edition of 'Front Drive', but Christmas planning by some of the service providers has delayed this. But, now is the time to get your 2006 diary – mark this one in, and also check out the activities list for more events to pencil in, there will be lots of places to go and people to meet and things to do in the coming months. Your club is to be enjoyed – come along and join in!

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

### ● DECEMBER

#### EVENING BBQ

WHEN: Wednesday, December 14

TIME: From 6:30pm

WHERE: 5 Oak Court, Mitcham

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 Eskey, grab some refreshments and join us to round off 2005 in fine style.

### ● 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 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. 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.

### 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

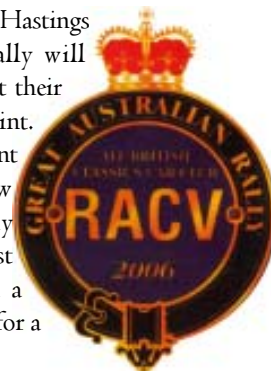
If you wish to display registration is required by November 30

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

## A-TRACTIONS

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

### MONTHLY MEETING – YARRA BANK BBQ

WHEN: Wednesday, January 25  
TIME: From 6:30pm

WHERE: Yarra Bank, opposite

Como Park North, Williams Rd

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.



### GET STUFFED!

WHEN: Friday, 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 PLEASE NOTE DATE CHANGE!



WHEN: Sunday, February 19

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, E-Tag

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 FROM BOB JANE T-MART

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

Recent tests show that 70%

of all cars are using lower

pressures than that

recommended by

the man-

ufacturer.

This results

in higher

fuel con-

sumption

and reduced

safety.

Nitrogen filled

tyres not only hold their pressure

more effectively than conventionally

inflated tyres, but offer improved ride

and economy. Come and learn more

about tyres than you dreamed

possible.

Supper? Naturally.

### ● MARCH

### AOMC AMERICAN MOTORING SHOW

WHEN: Sunday, March 5

TIME: TBA

WHERE: Flemington Racecourse

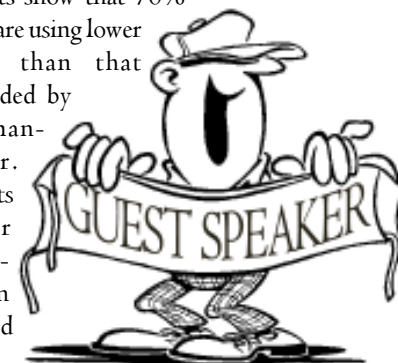
COST: TBC

BOOKING: Not required

CONTACT: Leigh Miles

[03] 9888 7506

activities@citroenclassic.org.au



**GET STUFFED!**

WHEN: Friday, March 10  
 TIME: 7:00pm  
 WHERE: Leigh Miles', 16 Harrow St.,  
 Blackburn South

**A-TRACTIONS**

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

**HOTHAM HULLABALOO**

WHEN: Friday 10 to  
 Monday, 13 March  
 LEAVE: 6:00pm  
 FROM: Melbourne Zoo carpark  
 opp Royal Park Station.  
 Melway 29 E11  
 TO: Dinner Plain  
 COST: TBC  
 BRING: E-tag, food for the weekend,  
 refreshments, towels, sheets, etc  
 ROADS: Bitumen and well  
 maintained gravel  
 BOOKING: Essential by March 3  
 CONTACT: Peter & Christine  
 Sandow, cpsandow@tpg.com.au

It has been, I think, a couple of years since we have ventured into the Victorian High Country for the Labour Day long weekend. But, once again Peter & Christine Sandow have opened to lodge doors for the Club. Full details of this event will be in the next 'Front Drive', but mark this one in your calendar for 2006.

**NATIONAL STEAMFEST**

WHEN: Saturday 11 to  
 Monday, 13 March  
 TIME: From 10:00am each day  
 WHERE: National Steam Centre,  
 1200 Ferntree Gully Rd.,  
 Scoresby. Melway 72, D9  
 COST: Adults \$10,  
 children \$5, family \$20  
 BOOKING: Not required  
 BRING: Lunch, rug, chairs, sunscreen  
 CONTACT: Leigh Miles,  
 [03] 9888 7506 [H],  
 editor@citraenclassic.org.au

Steam rollers, steam traction engines, portable steam engines, stationary steam engines... working examples from the 1890s and beyond. Blacksmith's shop, with working steam hammer. This is one of the finest collections of steam and diesel machinery in the country and on the



Labour Day long weekend if it runs, it'll be running this weekend.

The kids [big and small] amongst us will enjoy a ride on the 12" miniature railway too.

If you are not joining us for 'Hullabaloo on Hotham' you should be making certain you get out to the National Steamfest! Full details can be found at [www.vicnet.net.au/~mstec](http://www.vicnet.net.au/~mstec)

**YERING STATION FARMERS' MARKET & ROUNDSTONE WINERY TASTING & LUNCH**

WHEN: Sunday, March 19  
 LEAVE: 9:30am  
 FROM: Ringwood Lake,  
 Maroondah Hwy  
 [city-bound side], Ringwood.

Melway 49 J8  
 TO: Yering Station, 275 C6  
 COST: Lunch at own expense  
 BRING: No particular requirements  
 ROADS: 99% bitumen  
 BOOKING: Essential with payment  
 for lunch by March 10  
 CONTACT: Leigh Miles,  
 [03] 9888 7506 [H]  
 activities@citraenclassic.org.au

We will buy direct from the farmer

at the monthly Farmers' Market at Yering Station, where producers offer the best local fresh produce and gourmet treats. We'll browse the stalls and enjoy the gourmet delights of Victoria's premier gourmet market. Across the beautiful gardens lies the Yering Station Winery, where you can sample the excellent new season's vintages.

After we complete our purchases we depart for Roundstone Winery for an excellent [and mid-priced] lunch. The restaurant offers cosy fires, in an idyllic setting with views over the vineyard and lake. Roundstone for lunch is a particular favourite of mine.

We will start with winetasting so we can select the wines to accompany our lunch [the menu is designed to complement the wines].

Ralph Kyte-Powell, in his review of Victorian wineries writes: 'Roundstone is one of the picturesque smaller vineyards that make a tour through the gently rolling



hills of the Yarra Valley so interesting. A big part of the approach here is to make wines that are appropriate to good food, and to that end proprietors John and Lynne Derwin

• Food style: French Provincial from wood-fired oven  
Our choice: \$30 for 2 courses, \$35 for 3 [includes winetasting, and your selections from the seasonal menu designed to complement the wines].

## A-TRACTIONS

operate a smart restaurant with Lynne as chef. The wines employ the usual Yarra varieties with Pinot Noir and Chardonnay being specialities. John is the winemaker with advice coming from Rob Dolan, who knows the region so well.

• Varieties produced: Chardonnay, Rosé, Pinot Noir, Shiraz, Cabernet Sauvignon, Merlot.

• Licensed: Roundstone wines available to accompany lunch at cellar door prices \$15 - \$35/bottle.

## ANNUAL GENERAL MEETING

WHEN: Wednesday, March 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

### SPARE

### PARTS

### FUND

### MEMBERS

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

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

Cit In 2006— Citroëns on Safari. 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

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

## CIT IN 2006

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

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>





The best laid plans, as they say... We had anticipated that we would in this magazine be able to give you full details, including costs and booking forms

## MULWALA MISCHIEF

for 2006 OzTraction. But, one of our providers has not provided to and a couple of detail matters still need fine-tuning.

So for full details of the event you will have to wait until the next edition of 'Front Drive', which will be your letterbox right after Australia Day. That edition of 'Front Drive' will also include your booking forms. Well, seriously, no one even thinks about June until after the end of the 'Silly Season', anyway.

### DATES

Friday June 9 to Monday June 12, 2006

### DESTINATION:

Mulwala, in southern NSW

### 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



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While the annual Concours d'Elegance is covered as an Event report elsewhere in the edition, I thought members might be interested to read

## RECENT EVENTS

about some of the other events we have hosted in recent months. Well, even if you are not interested, they are here, anyway.

### OCTOBER MEETING — MODEL CONCOURS

Members brought along a great collection of interesting models this year — whether Mark Ebery's series of Toy-Atractions has sparked the better than usual turn-out or not, I cannot comment but we did see some very special things.

Prizes were awarded by popular vote... the more votes the bigger the chance of winning.

I came third with a model of the Pluriel I had acquired while in the UK but Kaye and Rob Belcourt came

in with well-deserved first and second places.

I have seen [and indeed have] models of the 2CV made from old cans in places like Madagascar, but Kaye went one-better with her tin-can DS, from a similar source.

Robert's 'D coming out of a canvas' was a fantastically novel use of a 'regular' DS model and was collected during an international jaunt.



*The Model Concours winners [left to right] Leigh Miles, Kaye Belcourt and Rob Belcourt. [Photo: Jeff Pampalin]*

### NOVEMBER 13 — CASTLEMAINE CAPERS

I know, 9am was an early start for a Sunday morning. But you know and I know that the likelihood of a CCOCA run getting away within 30 minutes of the designated time is slim. No, make that impossible!

Actually, I thought I was doing well, until the phone rang, just as I was exiting the Eastern Freeway. It was Andrea and Ian wondering:

- [1] Where was I and
- [2] Were they in the right car park.

I told them my current locale, but expressed ignorance as to their second query. Actually, they were in the right car park; so that was a plus.

Ted and Helen Cross, with Christine Sandow arrived at about 9:30 in the 2CV. Ted was driving, while Helen finished her breakfast of toast and jam. Christine was trying hard to pretend she had never met either of them before.

And we were off — Bruce and Bev Stringer, who live in Geelong — had wisely decided to meet us at Castlemaine and brought Bev's father along for the run. Peter Dekker and Bernie Rachal and David Gries joined us later in the day as well, after they had finished purchasing at the Bendigo Swap Meet.

Our first stop was a rather nice [expensive, but nice] antique centre on the outskirts of Castlemaine. While none of our group purchased, we did have a great sticky-beak and the motoring section was well picked-over. Workshop manuals [even a US manual on early D-series cars caught my eye], petrol and oil cans, petrol pumps, pedal cars and grille badges...

Then on to join Fay and Roger for lunch.

Lunch was great and we enjoyed the shade of the enormous back verandah. For some of the group [Bev, Cross,

*Most of the attendees made it into the picture [left to right] Ian Sperling, Andrea Fisher, Roger Brundle, Bruce Stringer, Fay Dunstan, Peter Dekker, Alan, Helen Cross, Bev Stinger, Ted Cross.*





Christine, Fay and Helen] the garden held sway.

For the rest of us it was Roger's garage. Not just what is in it, but the order in which it is kept. I feel to-

2CV with GS-derived hydropneumatic suspension.

At one point, Roger actually sold the project and bought it back again. I wonder, if like Kerry Packer, he

managed to buy it back for far less than

the price for which he had sold it? Anyway, there it was – still incomplete, but with a project such as this, completion is not always the desired outcome.

The other matter that occupied a good deal of our time during the afternoon, was a discussion of Christine's Apple Pecan Cake. I know, it is not Citroën related and some may say it has no place in 'Front Drive', but here it is anyway. All of us who were there are looking forward to making it!

Leigh F Miles



## RECENT EVENTS

tally ashamed of mine now! I bet that Roger never loses anything in that place.

Naturally the D's, as work in progress was of interest but the highlights for me were the amazingly low-mileage SM [just 10,000 miles on the clock] and previously owned by a member of the Heinz [as in 57 varieties] family the car looks superb.

The other item to note is one of Roger's really long term projects. When I first joined CCOCA in 1982, much conversation was going-on about Roger's plan for a

*Below left, Roger's 2CV-GS project, and proof of the tidy state of his garage. Right: 'Dolly Birds', Helen Cross and Bev Stringer. [Photo: Bruce Stringer]*



## APPLE AND PECAN CAKE

- 125gms whole pecan nuts
- 90gms self raising flour
- 2 apples
- 1 teaspoon bicarb of soda
- 250 gms sugar
- 1 teaspoon cinnamon
- 2 eggs
- 1 teaspoon all spice
- 90 gms plain flour
- 125 gms melted butter

Peel and slice apples. Add sugar and stir with wooden spoon, then add eggs and mix. Stir in nuts and dry ingredients, then finally add melted butter.

Pour mixture into greased ring tin and bake at 200deg.C / 400deg.F for 10 minutes, then reduce heat to 180deg.C / 350deg.F until cooked [about 1 hour].

Leave 10 minutes before turning out. When cool dust with icing sugar.

Happy Baking, Christine.



*Bottom: Roger's low mileage SM. Above: Leigh Miles and Roger Brundle discussing the finer points of the Citroën SM. [Photo: Bruce Stringer.]*





**A** Wish Come True! In March 1999, whilst on one of my periodic visits to Christchurch where I conduct intensive training sessions for stu-

## MEMBER'S MODEL

dents of the martial art of aikido, I happened to go out to Dr Heins' Classic Car Museum, then located in the grounds of Wigram Air Force Base at Sockburn. I have owned several classic pieces of motoring machinery in my pre-house-building days and still drool over well-restored famous cars and motor cycles.

During my teens, our next-door neighbour purchased a Light 15 and I was taken by its beautiful styling, hoping that one day I might own one too. That was not to be for many years however, although later in life I did own an ID 19 and a CX 2200 at different times.

Anyway, wandering around Dr. Heins' museum, I came across a beautifully-restored Jaguar



XKI150 fixed-head coupe [one of the few Jaguars I have wanted to own], which was for sale. I found it difficult to wander on, until I found out the asking price, where-upon I promptly wandered on,

only to discover around the corner of the showroom, a very nice looking 1951 Slough-built, small-boot Light 15 [which I still think is the prettiest model], and as I was enthusiastically giving it the once over, Dr. Heins sidled up. In discussions with him I learnt that he was simply providing safe storage for the owner, and that the car was for sale! I considered the asking price was 'silly', even though a considerable sum had apparently been spent on partial restoration. I advised that I was interested in making an offer, but only after I returned to Hobart and had investigated all the costs for shipping to Tassie etc.

I subsequently made an offer, based on a value suggested by Citroën friends in Christchurch who knew the car, and all the on-costs for importing. My offer was just a little more than half that being asked, and I did not expect it to even be considered, but it was a genuine offer and in making it, I had listed the full purchase breakdown as I saw it.

Some three months went by, and

I had forgotten all about it, when I received a fax from the museum saying that the owner had accepted my offer and did I wish to proceed with the purchase. And then of course, I asked myself 'do I really need this?'. But my inner self answered for me and in early August, I concluded the purchase. It was to be shipped over to Bell Bay on the Tamar River in northern Tasmania, on 16 September and I was to be there early that morning to attend the opening of the sealed container and complete various formalities for Customs and Quarantine representatives. Noting that these guys are a law unto themselves and if you are running late, they will leave the wharf and you have to wait until they have further business there, which may not be for some days!

So my wife Iris and I borrowed my nephew's big Ford, hitched up a hired car-trailer, and at about dawn on the appointed day, we set out for Bell Bay, some 285km away. We arrived in good time, and after a while the Customs man came up with his seal-breaker snips and we walked up to the container, which was to one side, on the wharf. As he was fiddling with the seal, I suddenly had the knee-buckling thought 'what if they have sent the wrong car?' and 'what if it has not been stowed properly and it is severely damaged?' etc.

My heart was pounding, all the more so because I had never imported a vehicle before and the whole thing was simply very exciting, and that excitement reached its peak as the doors swung open and there she was [our cars always seem to be a 'she']. Not only was it the right car, but it had been very well stowed and was in perfect condition. Iris and I just looked at one another and beamed.

Before the car was rolled out, it had to be inspected by the Quarantine chap [to ensure no under-guard soils and seeds had been brought in], but as I had had the under-body steam-cleaned in NZ and certified, all was well. [He literally went all under the guards with a 'white glove'!] We rolled it out and I cleared the customs papers etc.

The time had come to start it up and drive it on to the trailer and head for home. I had anticipated a flat battery and probably no fuel, so I came equipped with a new jumper battery and leads and a large can of fuel.

Fuel was poured in, the jumper leads connected, the carby primed, choke pulled and the ignition turned on. When I pressed the starter button, I was greeted with a deep 'oomp'. I kept trying but was given the same sound each time. The motor was simply not

being thrown over and I had no crank-handle. I was not prepared to push-start the car, as I had heard about the dislike the Light 15 gearbox can have for this

## MEMBER'S MODEL

stratagem.

As I was wondering what to do next, I became conscious of two brawny wharfies standing by and watching my performance. When I explained my difficulties, they came up and had a closer look at my pride and joy, whereupon one of them noted my 'cute little jumper leads', commenting that all I was doing was 'cooking them'. What I needed was a decent set of leads and battery with a 'bit of power cobber'. So off they walked and as they did, I thought – sarcastically – how 'helpful' they had been.

But a few minutes later, one of them returned with a set of jumper leads slung over his shoulder, the likes of which I had never seen before. They seemed to be as thick as my wrist! He brushed me

aside [in the nicest possible way], muttering that what I need was 'a bit of power cobber'. As he removed my 'cute' leads and connected his, under my nervous supervision, a large shadow came across us and I turned around to see, parked very close, a huge 30-tonne fork-lift, with the other man at the helm. He climbed down and went to what I thought was a large toolbox to get a spanner – or so I thought. He lifted the lid to reveal a colossal battery made up of six two-volt cells! They both agreed that this set-up should give me 'plenty of power cobber'.

'Give her a go now cobber' – so I did. Well, when I pressed the button, not only did the motor spin, but the whole car seemed ready to rotate! The engine fired immediately, and my helpers disconnected the leads. One drove off in the fork-lift, the other walked off alongside and as they disappeared, it seemed to me to be exactly like the old 'King Gee' work-gear TV advertisements for tough, no-nonsense overalls. I almost looked around for the cameras.

So we put her on the trailer and headed for home, where I garaged and spent the first of several nights just looking at it and going over it very carefully. This was not only to inform myself about

the vehicle technically, but also to confirm its condition and do an inventory as to what needed to be done, in what order and by what time. All the while noting that our friends in the local Citroën car club were anxious that Iris and I 'get involved' and take part in coming events, the first of which was not far away. I have been fortunate enough to have owned and restored several cars in my youthful past, including a Sunbeam Talbot 90 [my first car], two MGA's [one the notorious 1500 Twin Cam], a Porsche 356A, an Aston Martin DB4 and the Citroën CX 2200 and ID 19 I have referred to previously. There have also been certain other, unmentionable vehicles, including a Hillman Imp, so rolling the sleeves up with the Light 15 would take me back.

Somehow or another, I must have sensed that we would one day buy a Traction, for I had already purchased a single-volume reproduction of the workshop manual shortly after I discovered the car, even though it was to be some months before we actually bought it. [A couple of years later, I was able to buy the original two-part, fold-out repair manual and owner's instruction book. Both are complete but a little the worse for wear. I have added to these books of course, and together with a large binder of articles from tech-

nical magazines, road tests and the Internet, I now have a small library of Traction references].

Shortly after our acquisition, my daughter gave me a soft-cover copy of John Reynolds' book 'André Citroën' [Sutton 1996], but as other readers have no doubt discovered, I found that a significant portion of text was missing from the chapter 'Lord of the Ice' [p. 137]. I wrote to the publishers, suggesting that the error in my edition may have been a one-off, and could they replace it for me. A week or so later, they came back, very apologetically, noting that they had not been aware of the printing mishap, and all their stock [plus four year's of circulation], showed the same printer's error! They sent me a complimentary hardback copy that I noted was free of publishing errors. But I digress.

All the original purchase and [subsequent] registration papers came with the car, which was first registered in January 1951. [So I guess the car is really a 1950 model]. The registration certificate noted that it had pneumatic tyres! It started life in Nelson ending up in Christchurch around 30 years later. Apparently, it was ordered in an ivory finish but it came from the factory in a grey-green primer, and the finish colour was applied by the NZ im-





porter. This was quite common, as Citroën offered a very limited range of colours for the Light I5. [Apart from the ubiquitous black, the only other export colour at the

re-carpet the interior and re-line the doors. It had all new I65 x 400 Michelins fitted and at some time in its recent past, it was given new paintwork and the bumpers re-chromed.

The dash-

board has now been re-polished and I have even got the electric clock working! Our car came with the optional Bluemells four-spoke steering wheel, which is unusual but looks good, especially with the new polished blackwood centre piece [Iris' idea – as the original plastic insert had warped and cracked]. I am missing the polished wooden door-pulls, however.

So what did I find and what have I done?

Well, the last couple of owners must have used the local handy-man 'mechanic' from the corner garage, as there were odd and missing bolts all over the place and bits of loose/redundant wire everywhere under the dash. The wind-screen seal was perished and as were the door seals. The bottom sections of all doors had a few small, telltale rust 'pimples' and none of the window winders worked properly. There was no rust in the floor or boot, or any signs of rust at the base of the central pillar [which is usually caused by water getting in through the semaphore indicator open-

ings].

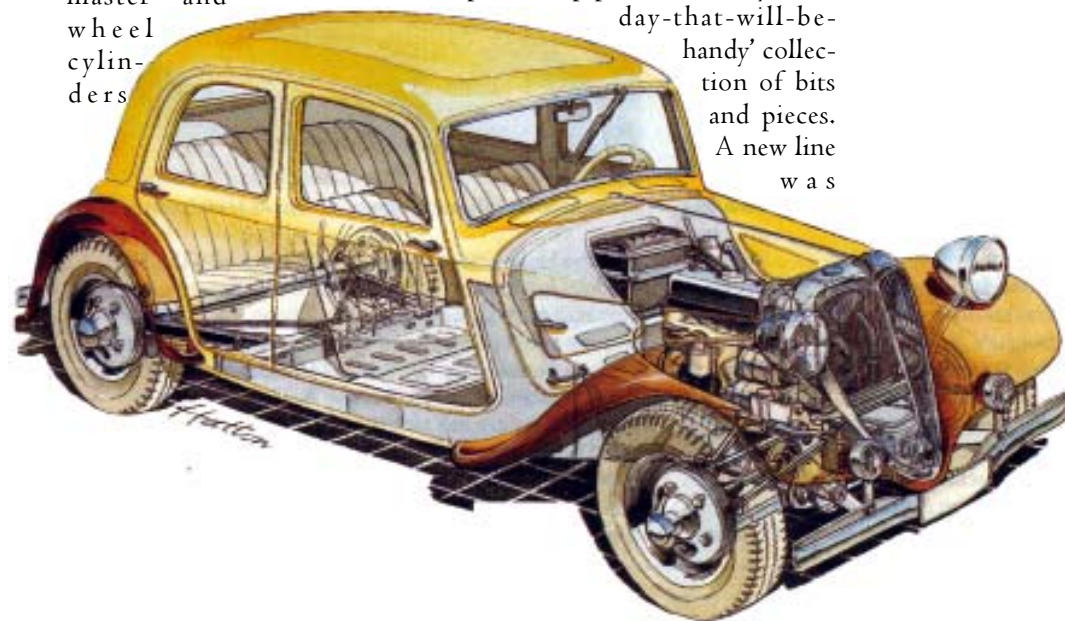
The doors have now been worked on and are rust free with a mastic internal shaping of the bottoms to ensure positive drainage. All window-channel lining and door sealing rubbers have been replaced and all winding mechanisms now work perfectly.

Even though I have 'cleaned up' some of the under-dash wiring, I have had an 'original' replacement loom made up by Vinwire, but to date I have not plucked up enough courage to install it! The electrics have been converted to negative-earth and the Lucas distributor has been re-built [although I am still considering fitting one of the new I23ignition units]. Brake master and wheel cylinders

have been re-cupped [they were in perfect condition] and the carby overhauled.

All shock absorbers have been renewed [the new front ones made an immediate difference by reducing the tendency to pitch]. At the time of doing the left rear unit, I noticed that the brake line and jacking pad had been impacted by something and bent out and was somewhat vulnerable. So with great care I worked the brake line back into position and repaired and re-fitted the pad. The repairs looked good and all was well – or so I thought. Next morning, there was the tell-tale spot of brake fluid on the floor! Damn. Out with the flaring tool and a new piece of pipe I had in my 'one-day-that-will-be-

handy' collection of bits and pieces. A new line was



## MEMBER'S MODEL

time was a metallic grey. Earlier cars offered green and light grey and later cars were available in shades of blue and grey – apart from black, of course]. So to meet the fancies of new buyers, NZ and Australian importers brought in a number of vehicles each year, in a primed condition, to be coloured to order. Interestingly, the wheels of all the cars 1948-52 were finished ivory.

As it apparently stood garaged for some years in mid life, our car has just 94,200miles on the 'clock' and looking over all the re-registration papers, and the good condition of the seats, I am sure the mileage is genuine. This was a pleasant surprise. The car has been well looked after, and the last owner had taken some trouble to



made up and fitted and the system bled. All really was well this time!

Although the semaphore indica-

than mine.

Apart from some very minor blemishes on the paintwork, and a boot lid that I simply cannot get

perfectly gapped, [despite spending hours on

it and refitting the hinges!!], the car looks great and we enjoy using it, although I am not so keen to take it through the city area, as the lack of a low-gear synchro often requires making a dead stop at the lights which in turn produces an impatient honk from those behind. With quite heavy steering, a quick parking manoeuvre is impossible, even though I run the tyres at high pressure. So I find city driving a bit of a trial.

Despite some silly design features including pedals that are too close together – especially the clutch pedal being close to the firewall – front brake drums that are keyed directly onto the stub axle, a rear axle that is very weak and a less-than-robust gearbox and the need for a wide range of special tools just to do fairly basic front-end operations, I still think the Light 15 is a marvellous car and one for which I have a very soft spot and a certain sentimental attachment that takes me back to my teens.

Tim Waters



## MEMBER'S MODEL

tors are working, I have, of course, installed flashing indicators [per Honda motorcycle] and by-passed the originals.

So what remains to be done?

The engine starts and runs well, but I suspect the head gasket is allowing coolant to blow through. Will keep an eye on it. The clutch judders a bit on forward take-off, but is better when reversing! [I thought this may be related to the way the engine is mounted, so I checked the set-up and renewed the deteriorated rear engine mounting block. But the clutch remains the same]. So a renewal or re-build is indicated, even though a new clutch was supposedly fitted just before purchase. Given the standard of some of the other garage work, the new clutch could even be the problem. Gear-change is slow but safe, although the diff whines slightly when in that 'in between' driving mode, so having no special tools, I propose to bring the car over to Melbourne and have the transmission refurbished and generally check over the front end with a more experienced eye



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Previous articles in this series have already looked at the Traction Avant, but over the years so many miniature versions have been made that there are still

## TOY A-TRACTIONS

plenty to write about. Models of this famous car have been made over a long period of time: the first came out simultaneously with the real car over seventy years ago, whilst several versions are still easily and cheaply available.

The French Dinky company took quite a time to re-establish itself after the end of the Second World War and, apart from a model of the American Jeep which came out in 1946, concentrated at first on producing models that had been in the catalogue pre-war. The Traction Avant was the first new car model produced, and came out in 1949 as model 24-N. However, the first design studies for this Dinky model actually date back to 1938. Accord-

ing to an article about

this model, which appeared a few years ago in the French classic car magazine, L'Automobilia, the die from which the toy was cast was particularly complex, and more than a thousand hours of work were required to get it right.

The model proved to be highly popular and long-running, remaining in production until 1958. The Traction had become such an established part of French Dinky's production that when it was close to being retired, a special catalogue notice was printed to alert people to the fact, drawing attention to the fact that it was the first of the company's toys to sell over a million examples. Over the years, four versions appeared which are identified in the following ways:

1st version: small rear window; spare wheel cover beneath rear window; tinplate front bumper;

2nd version: wider rear window; spare wheel cover beneath rear window; tinplate front bumper;

3rd version: rear window as for 2nd version; boot, no spare wheel cover;

die-cast front bumper; rear indicators added; and

4th version: rear window slightly wider than previous version; boot, no spare wheel cover; diecast front bumper; rear indicators.

Earliest models are painted in a very dark blue colour, whilst models from the mid-fifties are usually black or light grey. The Dinky Traction [based on the IIBL] was a very faithful reproduction and is highly collectable today – even more so if accompanied by one of the plain-looking boxes that held six models [this Dinky was never individually boxed].

The Traction Avant was the third model car produced by Norev [the first had been a Simca 9 Aronde, followed by a French Ford Vedette], and came out in 1954. The type chosen by to be modelled by Norev was the rare 15/6 Familiale, known

as the 'reine de la route'. Although an attractive model, it is often spoilt today because the plastic material it was manufactured from seems to deform easily. Norev's second Traction Avant model came out in 1968 and was a miniature of Citroën's 1936 type IIA. This is a real masterpiece of modelling in plastic, and includes a bonnet that correctly opens in two halves from the centre to display the motor, an opening boot and a detailed interior. It was sold in a box with a cardboard base giving details of the real car, together with a very fragile plastic cover. This Norev was one of a number of models of by-gone cars in a series called 'Moyen Âge'. Most of the models in this series were of quite humble French cars of the late 1930s: the Renault Juvaquatre, the tiny FIAT Topolino-based Simca 5, and the Simca 1200 of 1937. Rather more exotic-looking was a

*Norev's second Traction model – the 1936 Type IIA – was launched in 1968. A masterpiece of plastic modelling, it features opening bonnet and boot along with a detailed interior.*

*Play-worn, as model cars should be this is a line-up of three early French Dinky models. The example on the left is an example of the 'first version' referred to in Mark Ebery's article.*



miniature of the 1927 Panhard 35CV. All of these were produced in plastic and came out at a time when Norev was at its peak in modelling with this material. The mate-

all of large and luxurious classics: the huge 1926 Renault 40CV, the 1931 Duesenberg J, and a large 1929 Fiat. These models were eventually brought together in a sepa-

rate series called 'L'âge d'or'. Eventually the series

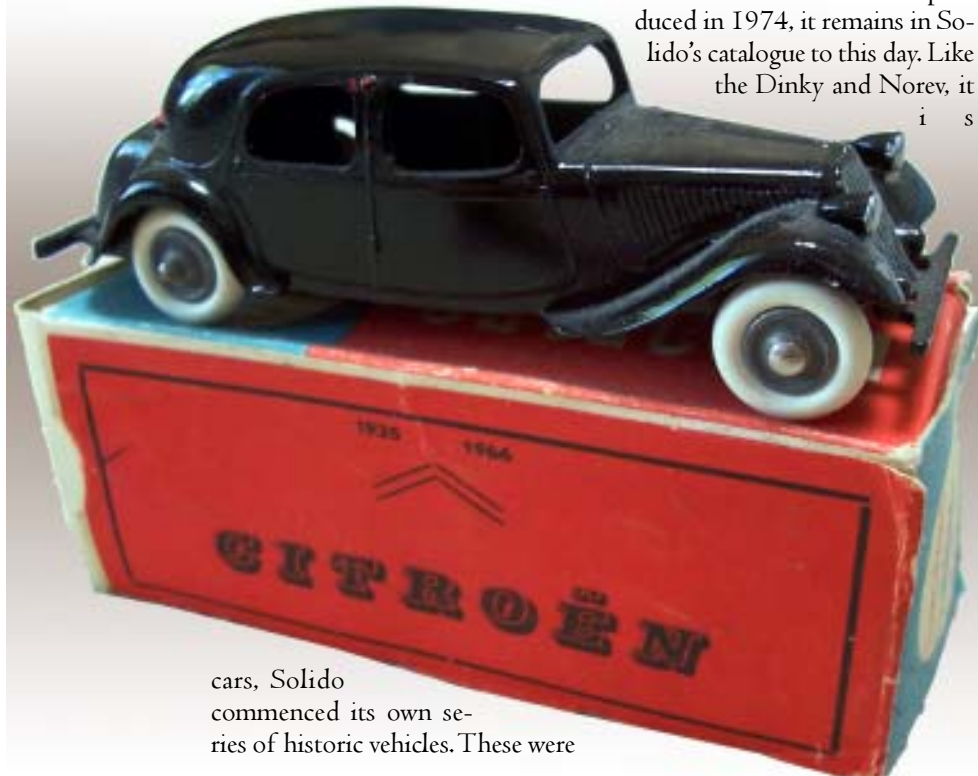
would include a wide range of models, including of such cars as pre-war Delages, Rolls-Royces and Mercedes as well as Citroën trucks and vans and even 1920s-style Parisian buses. Featuring prominently in the series was an excellent model of the Traction Avant 15CV. First produced in 1974, it remains in Solido's catalogue to this day. Like the Dinky and Norev, it

i s

## Toy A-TRACTIONS

rial they were made from must be a much improved variety from that of earlier years because there are no signs of deterioration in any of these models despite the complexity of their detailing.

About the same time as the introduction of Norev's models of old



cars, Solido commenced its own series of historic vehicles. These were

very well proportioned and detailed [these were cars fitted with cylinders on the roof or at the back to hold fuel made from coal gas which was used as a substitute for severely rationed petrol]. There are several versions of the 1940s-'50s Citroën police cars, and finally a host of models with special promotional advertising stickers. The Solido model is still readily available in many different guises; it is very well detailed – and has the great advantage for the collector of being inexpensive! Mark Ebbery

[these were cars fitted with cylinders on the roof or at the back to hold fuel made from coal gas which was used as a substitute for severely rationed petrol]. There are several versions of the 1940s-'50s Citroën police cars, and finally a host of models with special promotional advertising stickers. The Solido model is still readily available in many different guises; it is very well detailed – and has the great advantage for the collector

of being inexpensive!

Mark Ebbery

*Inexpensive Solido models of the Traction have been made available in a number of guises. Here the 'gazogènes' and FFI versions are shown.*





The forecast was for inclement weather, and while there were a few spots of rain during the course of the day overall, I do not believe the weather effected

## CONCOURS D'ELEGANCE

the enjoyment of the members of CCOCA and CCCV who turned up and helped contribute to the success of the Concours. Actually, there was a good deal of sunshine for most of the day!

*The Lance Dixon C4 and Mark McKibbin's C5.*

There were some excellent cars on display, this year with an especially pleasing line-up of Tractions and

D-Series cars. A brace of SMs... when did we see that at a Concours before? A very late burgundy GSA, with pale grey interior seemed to take Leigh Miles' eye, although I gather he did not get to speak to the owners, who unfortunately left before the end of the day.

Once again Lance Dixon took advantage of their relationship with the Club and had a very sexy black three door C4 on show. I wonder at the practicality of the creamy beige leather interior, but it did look super and attracted a number of ad-



miring looks from Club members. How long, I wonder, before a CCOCA member succumbs?

The winners?

Best Traction Class

Ian McDermott 1951 Traction

Best DS Class

Robert Belcourt DS 21

Best 2CV Class

Rob Little 2CV

Best GS, CX, BX & XM Class

Leigh Miles Visa GT

Best Recent Model Class

Sue Bryant Xsara

Best RWD Class

Mark McKibbin 5CV

Popular Choice Award

Rob Turner DS

3rd Overall

Leigh Miles Visa GT

2nd Overall

Robert Belcourt DS 21

1st Overall

Ian McDermott 1951 Traction

Events such as this require the work of a number of people. My heartfelt thanks to everyone who helped out on the day. Without your assistance, the event would not have gone ahead.

This was my first experience of running the Club's Concours and I learned a great deal from over the course of developing and running the Event. Out of the process I shall be collating an information pack ready to pass on to whoever is involved in the organisation of the 2006 Concours d'Elegance.

Ian Sperling

✂

*The winners [left to right]: Rob Turner, Robert Belcourt, Rob Little [no, you did have to named Robert to win a prize. Ed.], Mark McKibbin, Ian McDermott, Sue Bryant and Leigh Miles. [Photo: Jeff Pamplin]*







## CONCOURS D'ELEGANCE

*Above: Four ages of the Marque: A single headlight D, the latest C4, an original C5 and an example of a late-model Citroën, the Xantia. Below: Three fine examples of one significant era that is missing from the picture above – the Traction Avant!*



The thought of 500,000 deaths a year on the road in China [see page 44], reminded me of this article regarding the road toll in other places. Things might have changed since 2000, but I doubt it. Ed.

Accidents are a common sight along both the urban and rural routes in Poland. Infrastructure and increased mobility are the most common explanations, but much of the fault rests unquestionably with the drivers themselves.

Simply put the odds are against all Poles.

The odds that I, or someone I know, will be seriously injured or die in a car accident here are disproportionately high relative to all OECD countries with the exceptions of Greece and South Korea. The number of deaths per hundred accident victims – although falling – dwarfs the EU average, and excuses such as 'increased mobilisation' or 'faulty infrastructure' just simply do not ring true, according Prof. Ryszard Krystek, director of the National Programme of Road Safety Improvement in Poland [GAMBIT]. In fact, closer examination reveals that within the myriad of factors that do affect road safety, the underlying truth behind high mortality rates here is that once behind the wheel Poles are their own worst enemies.

'Without doubt the biggest problem is speed', Krystek said. 'Poles are driving at speeds that are too high. Then we have other problems such as alcohol and problems with

the behaviour of young drivers'.

According to GAMBIT statistics, 50% of drivers in rural areas break the speed limit [90kph on the open road]. More than 65% of drivers speed through small towns, where the limit is often 50kph. Information provided by the Ministry of Transport shows some 70% of drivers speed in Warsaw, where again the speed limit is 50kph. This factor combined with inexperienced and aggressive young drivers is taking its toll. In 1999, 6,730 people were killed on Polish roads and the figure for 2000 also exceeded 6,000 – about the equivalent of losing a small country town to bad driving every year. Still more sobering are comparative statistics; according to GAMBIT, there are 12 deaths per 100 road accidents in Poland while the average for EU countries is slightly more than three. On average, Poland loses 17 people to car crashes per 100,000 population, while the safest EU countries see a comparable mortality rate of about six. Each day Poland sees approximately 18 road-related deaths across the country. Another 200 people are injured.

## DEATH ON THE ROAD



World Bank estimates put accident-related losses at approximately 2.7% of the Polish Gross Domestic Product [about US\$3billion] annually.

## DEATH ON THE ROAD

'This is the price of democracy', said Andrzej Grzegorzczuk, director of the Ministry of Transport's National Road Safety Council. 'We have a lot more young people and a lot of new cars on the road along with old cars that are very dangerous. Then we have private garages that live on the business [of repairing old cars that should not be on the road]'.

Grzegorzczuk said that the increased number of cars – as well as an increased dependence on the automobile – was bound to add up to more accidents, adding that a decade ago cars were primarily used for summer holidays or ferrying the family to church on Sunday mornings. Economic development, however, has meant that more and more people must have a car in order to make a living. And, simply put, the more time and mileage in a car, the more likely a person in any country is to have an accident.

'But the first factor is speed. Speed and aggression', Grzegorzczuk added, saying that Ministry of Transport estimates put the number of city speeders at more than 70%. Grzegorzczuk also condemned what

he believes is a passive acceptance of drinking behind the wheel.

'In the USA or in Scandinavia, they do not accept this. They do not allow people to drive when they had

something to drink, but in Poland there is

still a kind of syndrome – call it heroic syndrome, like rattling your sabre – that we can drink and drive because we are Polish. In the cities, alcohol is less accepted but in the villages this is not necessarily the case'.

Perhaps it is this combination of youth, speed and alcohol that is most frustrating and frightening for Ministry of Transport officials. According to GAMBIT statistics, the fatality rate per hundred accidents rises to 16 when speeding is involved, and according to police statistics, every fifth accident involves excessive speeding or 'speed that disregarded actual driving conditions'. Additionally, about 35% of all road accidents are caused by drivers aged 18 to 24 – a group that makes up approximately 10% of the population. Add to this that approximately 2,600 road fatalities came from single-vehicle crashes and the picture becomes clearer.

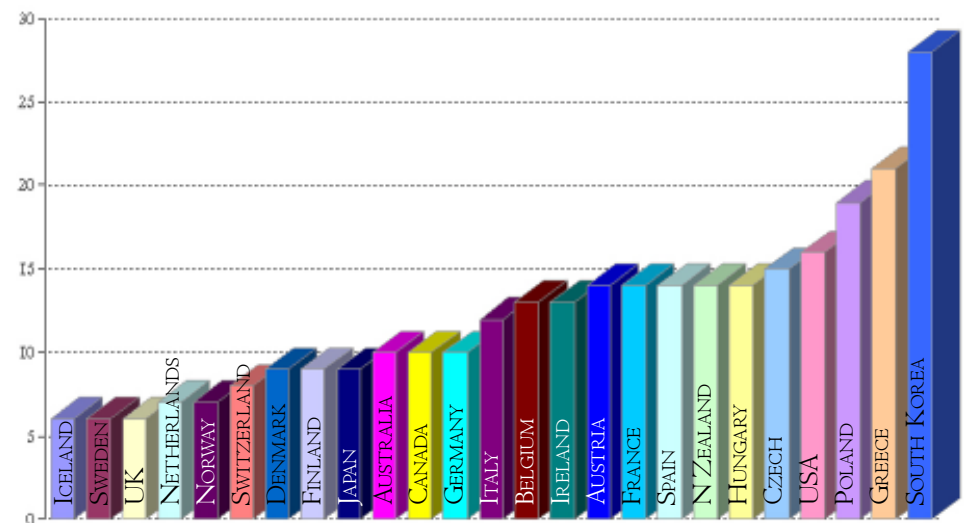
'Poles do not need another vehicle to kill themselves', said Milton Bertin-Jones, road safety programme co-ordinator for the ministry's road safety council, 'In fact, outside built-up areas, more people are

killed in single-vehicle accidents than in any other type of accident. The highway design plays a role here. For example very often trees border Polish country roads, but these can easily play an optical illusion on the driver – he thinks that the road continues straight [because the trees appear equally divided] but it actually veers left or right, which result in running off the road'.

To be fair, motor accidents are becoming a greater problem worldwide. The World Health Organisation lists motor accidents as the seventh greatest risk to human health – a ranking that will probably move to number two within 25 years. Even in EU countries

GAMBIT reports that one out of every three EU citizens is destined to be hospitalised by a road-related incident. More disturbing, one out of 20 EU drivers will be killed in a crash and one out of 80 will die 40 years earlier than the European average life span thanks to a road crash. The situation is severe enough to have lowered the EU life span by approximately six months, yet the EU has a very well-developed infrastructure, as well as societies driving both modern and roadworthy cars. In the words of GAMBIT, this would lead to the assumption that primary factors behind road fatalities are actually the people and their bodies – ie skills, abilities, their limits of endurance and perception...

Fatalities per 100,000 Population



Yet the picture in Poland is complicated not only by the fact that too many people are driving too fast, but by varying road conditions and, paradoxically, by a society that is not

briefs and print media articles. Krystek said that he sees a direct correlation between media coverage and behaviour on the highways, but furthermore he stated that Poles had simply reached their 'tolerance level' regarding the high

number of fatalities in the mid-90s.

'The tolerance level is that number of killed still tolerated by the public', Krystek said. 'Once society reaches that point people begin to see victims all around them. Then people begin to organise a kind of resistance to this'.

Krystek pointed to West Germany's own bout with auto deaths. By 1971, Germans saw what could be considered an apocalyptic figure of 20,000 people killed in road crashes in one year. Public reaction forced through both legislative reform and safer cars from manufacturers. Today the number of fatalities is about half the Polish figure.

'I suppose that 8,000 was our tolerance level', Krystek said, 'because this was when the government created the National Road Safety Programme'.

The Minister of Transport backed GAMBIT by commissioning the 2000 National Programme for Road Safety Report. Based on the report and the ministry's own findings a number of steps are already being taken in an effort to lower

the number of crashes, such as reducing speed limits, obtaining radar-triggered cameras and conducting public information campaigns. However, perhaps no solution offers as much promise for saving lives as the aptly named 'rumble strip'. These are adhesive strips designed to substitute for painted highway lines marking the shoulders of roads. Once a motorist touches the strip, the rough surface noticeably vibrates the automobile, which in most cases wakes up sleepy or dozing drivers in time to avoid running off the road. As simple as the idea may be, the strip is startlingly effective; in the first year of adoption single-vehicle accidents in England dropped by 70%. Radar-triggered cameras have also proven their worth – in Australia the number of people killed on highways dropped by 50% once they were adopted. In this respect, Warsaw police's recent acquisition of 30 such cameras, thanks to funding from the World Bank looks like a step in the right direction.

The banning of rebuilt automobile imports – cars industry experts descriptively term 'death-traps' – is also saving lives, according to the ministry. The subsequent protests against the ban, on the Polish-German border, have caused some to fear that the government may eventually backtrack on the position.

Ministry officials say that this absolutely will not happen and point to new legislation such as the Road Traffic Law, which made safety seats for children obligatory, increased powers for road police and changed training and examination procedures for future drivers. Proposed amendments include decreasing the speed limit in all cities to 50kph and raising the legal driving age to 18.

Even so, Krystek maintains that neither the help of technology, nor the falling mortality rate is enough. 'I am not satisfied', Krystek said, making it clear that his ten-year fight to lower fatalities on Poland's highways is just beginning, 'because really we could have achieved much more. Very often politicians just use increased motorization as an excuse, and one of the reasons we are still in such bad shape is because there are no politicians taking responsibility for this. Politicians want to talk about reducing crime – last year we had about 1,000 people killed in Poland as result of violent crime, but more than 6,000 were killed in car crashes'. When he adds that there must be something wrong when it is more dangerous to cross the street than to enter a dark alley – anywhere in the country – it would seem that the man has a point.

This article, by Preston Smith, first appeared in 'Polish Business News', May 2001.

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## DEATH ON THE ROAD

behind the wheel. Various highway programmes are in the works, but stretches of the Warsaw-Poznan highway, for example, are actually rutted and in dire need of repair. Shoulders in many parts of the country are nonexistent, and until very recently horse-drawn vehicles had practically unlimited access to the nation's roads and highways. Additionally, economic realities have dictated that many Poles have no choice but to walk along the shoulder of high-intensity thoroughfares, and consequently some 40% of fatalities last year were pedestrians.

Still, Poland has made real progress – something that is quite obvious considering that in 1995 the fatality rate per 100 crashes was still at 15 and there almost 8,000 motor-related fatalities. According to GAMBIT's Krystek, this has come mostly through increased awareness, thanks in part to Ministry and GAMBIT efforts, but also to Poles themselves.

'The media is my best friend', Krystek said, adding that it was not until recently that accidents became a regular feature of television news



A new slant on a Citroën nut! I have co-existed with my one and only Citroën LI5, off and on, for many years – in fact since 1956.

## TECHNICAL TALK

During that time I have intruded into the interior of its gearbox to resurrect several unmentionable catastrophes! During one of the reconstructions, I became concerned about an assembly procedure that seemed to me, to rely upon unreliable engineering principles.

The questionable procedure is the tightening and securing of 'nut No. 4' on the front end of the gearbox layshaft [refer Citroën Light 15 Repair Manual]. This nut is responsible, together with the condition of front layshaft ball race, for the accurate retention and location of the spiral bevel pinion and its relationship to the crown wheel.

I am sure my fixation with this subject has now become obvious!

The procedure involves the tightening of the nut to 108.5 foot pounds using the special stop tool MR2139 [drawing No. 34] – which we all have on hand! Then it is only necessary to react the tightening of 108.5 foot pounds with the gearbox which is almost impossible to hold. All this is frightening enough, but then if we do succeed with this sophisticated procedure,

one only has to bend the tabs of the sheet metal washer on to the hexagon nut's profile to make it secure! This we can do well, there are plenty of tabs, which can completely embrace the nut – but...

What about that about that single, lonely tab that is sitting snugly in the layshaft keyway? We did not damage that during the tightening process, or did we? There is a lot of tightening torque and it is only a little tab!

I recall after at least one early gearbox rebuild I was not satisfied with the subsequent soundless operation of the gearbox. This made pleasurable driving difficult and I took to removing the external bearing cover at the layshaft front end to make sure that everything was according to the book; such was my misgiving. It always was O.K., but I still worried and because my mates had related some difficulty in this direction, which I would have preferred not to have heard, I had to do something about it.

A possible solution became available in those early 1960s with Loctite being the 'fixall' for locking bearings, shafts, and even threads, but I was reluctant, with good cause, to use this material where large nuts were being used. It locked the nuts OK, but then you could not get the b\*\*\*\*\*s undone without a blow torch.

A solution to the problem, which I have used in many engineering designs since, was borrowed from a method that, as I recall, I first observed on the retention of VW Kombi front wheels. It involved the use of a simple split nut, which is closed by a high tensile 5/16 inches fine threaded Unbrako cap screw.

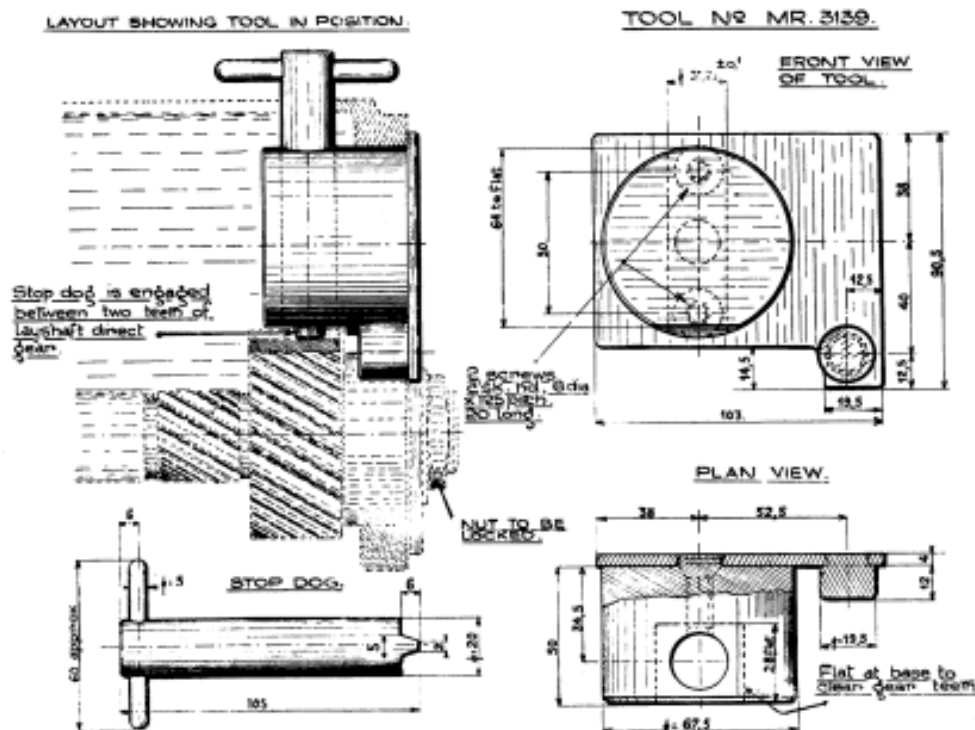
My nut is shown in the photo, where a converted spare 25mm nut from the odds and ends box was used. [Its original function was, as one of four nuts, for holding the Light 15 front axle assembly in

place.]

This modification I have used for about forty years on my two gearboxes which have had more than a few reconstructions. They have made an unsatisfactory procedure easy and reliable.

My technique, when assembling the layshaft, is to pre-tighten the Unbrako screw so that the nut can be just turned on to the thread by hand and then tightened reasonably firmly with a spanner. The Unbrako cap screw can now be fully tightened, and it is during this procedure

### — STOP TOOL FOR TIGHTENING LAYSHAFT FRONT BEARING LOCKNUT —



that one appreciates that the tightening action is progressive – not sudden.

The female nut threads close firmly into the male threads. This

## TECHNICAL TALK

progressive action tends to negate the possibility of loosening of the nut and it also provides slight preloading of the assembly, by the tendency of the nut to progress in the tightening direction. This is brought about by interaction of the vee thread upon its 30° closing flanks.

It is obvious that the dismantling of the gearbox also benefits from this arrangement. An application

of the Unbrako Key – a bit of a twist – and off she comes. I can recommend it and it effectively removes another one of the possible causes for those s l i g h t noises that sometimes but rarely occur in the Light I5 gearbox!

It is a pity that the gearbox main shaft nut cannot be converted in a similar manner, but this is not as responsible for causing a real calamity, and anyway I do not know to effect an improvement – this, therefore, will not be a subject for another story.

Bernie Hadaway.  
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## JEFF PAMPLIN – WEB

## W A L L A H

A pleasure to which I very much looked forward on my return from being your in-constant foreign correspondent in Dalian, China, was to actually get behind the steering wheel and drive a car. A year of being only a passenger, and that more in buses and trains, gave me a yearning to drive, but not there – the traffic was too unpredictable and accidents too frequent. [I believe I heard correctly when someone... was it you, Jeff, told me road toll in China is 500,000 annually. That's deaths,

not injuries! Ed.]

The 'fleet' of Big I5 and C3 had minimal preparation for my year away; batteries disconnected, dust covers, full tanks, extra air in the

## FLEET FOLLIES

tyres of the C3 while the Big I5 went up on stands. I saved some money by getting Shannons to change the insurance category to laid-up. I briefly toyed with the idea of cancelling registration of the C3 but decided against suffering the hassles of re-registration where some invisible stone chip might cost a new windscreen.

As expected, the tyres of the Big I5





had very little pressure left but I was surprised to find plenty of air still in the C3's tyres. I had assumed that I would have to replace both batteries but on re-connecting that of

looking rather dodgy so a new wiring loom is in order when [if] I can pin down David Gries for long enough.

Jeff Pamplin.



## FLEET FOLLIES

LEIGH MILES  
— EDITOR

the C3 found there was enough juice to light up all systems. But would it start? Sadly not and the engine warning light stayed on. I consulted the manual which told me to contact my Citroën garage. I read some more and found the bit about having to put your foot on the brake to start the car. Duh! After a year away I had forgotten that quirk. Foot on the brake pedal, turn the key, vroom, straight away. I changed the insurance back and booked the C3 in for a service. It felt a little wasteful getting a 20,000km service at 7,000 or so kilometres.

The battery pack I bought to run the fridge on the last Raid came in handy again to pump up the tyres of the Big I5 with a small compressor and to start it after its battery responded very weakly to an overnight charge. The crank handle was enough to get to and from the concourse. Rob Little had a new muffler and tailpipe there for me which I have since fitted. A grease and oil change next, then a 123ignition from Ted Cross is waiting to be fitted together with a switch over to negative earth. Fifty years down the track some of the original wiring is

Well, the CX is back, which is great; but as almost all CX owner's will tell you nothing is ever smooth sailing with a CX.

The day after the car was returned it decided, at the corner of Burwood Highway and Warrigul Roads to stop and refuse to start. Of course, this was a Friday afternoon, on the way to an important meeting and it was raining!

This problem had surfaced once before – about a year ago and we had decided it was merely one of those temperamental CX things, as it righted itself a day later.

Second time – well, it had to be fixed.

It turned out that at some point [presumably prior to my stewardship] there had been a small fire in the glove box. The result was that the computer that controls the injectors, conveniently located in the passengers footwell, had been just slightly fried.

Diagnosed and fixed!

Hmm... I wonder what will be next?

Leigh F Miles.



This month I would like to remind members who try to contact me, please continue trying, email is the best and most preferred option but if phone is your only means please keep trying as I cannot be expected to return calls.

I am currently investigating the supply and effectiveness of Kevlar brake pads for all 'D' series, more about this in the future but I hope I have found a reliable source for not only pads but rotors, drums and rear shoes also.

Another new item we are having reproduced with the assistance of Brian Love, a member from Rochester is the angular rubber base used on the taillights of big boot Traction; these will be complete with globe holders and will be made in rubber and an exact copy of the original. Anyone interested in obtaining these please contact me as I will be basing our order on numbers required, I would expect them to sell for around \$100.00 a pair but these items have been unavailable for years and will make your tail lights face the rear of your car again instead of pointing to the outside.

Items of interest imported recently have been fabric to re trim a French IIBL for under \$600.00, This is, I am assured, sufficient to make all of the seat

covers and door trims, the price is delivered to your door.

We are still landing liner and piston sets for under \$600, once again direct to your door and some rear body valance panels for small and big boot cars.

I would hope to say we have been able to supply most articles requested, there are some we have failed on but bear with me our network is growing and soon I hope to be able to get into ID/DS parts more reliably than in the past.

Hub caps, I have been in contact with Clive over in the U.K. and he assures me he has them under control, so if you have some ordered please be patient I am doing all I can.

In the meantime continue enjoying your Citroëns and if I can help you with any part please contact me.

Rob Little.



## SPARE NEWS

## 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 1111 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 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]

## WANTED

**1987 CX 25 BX HAYNES MANUAL**

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] 1987

**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@citroenclassic.org.au [29/06]

**1983 2CV**

This red 2CV is in excellent condition and won its class at the 2005 CCOCA/CCCV Concours. Reg: NVS 192. Asking \$12,500. Contact: Rob Little, [03] 5823 1397 [H] or spareparts@citroenclassic.org.au. [29/07]

**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]

