

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS

BUREAU
DES DOUANES
FRANÇAISES



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

APRIL / MAY '06 VOL 30 No 1

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.

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COVER IMAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts the Franco-Spanish border at Hendaye.

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, Rob Little, Christine Sandow and Bruce Stringer.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, April 21.

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CITROËNING**CH PLATES**

When sending the VicRoads form to the club 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/
NSW: www.citroencardclub.org.au/
WA: www.citroen.aceonline.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Volume 30! Yes, 'Front Drive' has been with us in one form or another for thirty years, this Club Year. Over the years the magazine has benefited from the skills and talents of a number of editors. When I joined the Club [January 1981... Volume 4, I guess] Peter Fitzgerald was in the role for the first time. Yes, Peter [and a number of other editors] opted for the position more than once. Back then I used to help him put the magazine together – spray-gluing little strips of copy to cardboard panels.

Today the advent of computers has made the 'putting together' a lot easier but one thing remains the same.

The magazine only works if people write articles. So, for the balance of Volume 30, I am looking for volunteers to write 'Member's Model' features. Do you realise that in the time I have been editor, this time around, not one 2CV owner has offered to share the unique experiences that ownership of this quinessentially Citroën, quinessentially French vehicle has to offer.

Various Big 6 owners have offered – but I am still, despite regular prompting, waiting for words and pictures.

Members will tell you of the joys of owning [and restoring] a GS. They simply do not commit to the

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written word.

CCOCA members own Xantias, Xsaras, AXs, BXs and vintage Citroëns.

Oh, and of course we own Tractions. Lots of them! So you think just because John Fleming has written about his Light 15, you are exonerated? No, we want to hear about your experiences with your Light 15, Normale, Big 15, Onze Legere.

Relentless,
Leigh F Miles – Editor



All being well, this magazine should be in your hands a day or two before CCOCA's AGM. It is very important that you support the committee's work by voting for the proposed changes to the club's Constitution.

If you cannot attend, please send your proxy so we can be assured of a quorum for the meeting. We also need a volunteer for Secretary; an offer to take on the role of Activities Officer would also be welcomed. This role is made much easier because so much of the year's work has already been done.

The past year has presented many challenges for me as President of CCOCA, but the job has been made much easier, to the benefit of all, by having a full and dedicated club Committee. I would like to thank all the Committee members who have worked so hard to make CCOCA the continued success it is. I would especially like to thank Mark McKibbin, who stands down now after many years of excellent work for the club, including three years as President; his example in handling the challenges in the role has given me a high standard to aim for.

Please note that one event has needed to be rescheduled, as there was a clash with the French Car Festival [aka All French Day] which is being run by Renault club on 9 April. Please come and support this

event.

Recently we have been having some issues with VicRoads and renewals of Club Permits [Red Plates] here in Victoria. At least one of our

members has had his renewal refused and he was told that presently VicRoads are rejecting 'about half' of the applications they receive.

To be fair, this is because they have tightened their procedures and it appears CCOCA, in common with many other clubs has not kept VicRoads informed about committee changes.

We believe that this has now been corrected, but while remedying the problem some applications have been held up within the Club. These will now be processed. If you have had your application rejected recently, re-presenting now should see approval given.

Please also note ALL COMMUNICATION TO THE CLUB SHOULD BE VIA THE CLUB'S POST OFFICE BOX – PO BOX 52, BALWYN, VIC, 3103. Paperwork sent to individual Committee members [or worse still, people no longer on the Committee] can only result in delays to handling any matters.

I look forward to seeing you at events in the future.

Andrea Fisher



PREZ SEZ

Please note: if no bookings have been received for an Event, by the booking deadline the Event will be automatically cancelled.

A-TRACTIONS

● MARCH

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@citroenclassic.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 – quite a contrast to the rustic charms of Talbot, that's for sure. 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 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.

- Food style: French Provincial from wood-fired oven

At the time of publishing this edition only one booking had been received. Lunch will still be Roundstone Winery, but we shall be ordering from the menu.

ANNUAL GENERAL M E E T I N G

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

Please see the insert that was included in the last edition of 'Front Drive' for the details of the proposed constitutional amendments. If you are unable to come along, please be sure to complete the Proxy form and post it to The Secretary, CCOCA, PO Box 52, Balwyn to arrive no later than seven [7] days prior to the AGM.

Have you considered standing for the Committee? Committee Meetings occur once a month and all business is dealt with speedily... to be followed by 'Cheap Eats'. Why not think about putting something back into the Club?

● APRIL



CLEANSKINS WINE T A S T I N G

WHEN: Wednesday, April 5
TIME: 6:30pm
WHERE: Australian Cleanskins
Group, 85 Toorak Rd, between
Murphy and Avoca Sts
COST: Well, that depends on
what you buy
BOOKING: Essential by March 30
CONTACT: Leigh Miles
[03] 9888 7506 or
activities@citroenclassic.org.au

Cleanskins can be excellent value, but not always! CCOCA resident wine expert has pre-tasted from the huge range of wines available at Australian Cleanskins and chosen a selection of

A-TRACTIONS

'good value' wines for us to taste, and buy. With three reds, four whites and a 'sticky' or two Leigh has truly picked the eyes from the range. Members will all receive a 10% discount on the marked prices. Afterwards we are going for dinner at one of Toorak Road's many cheap & cheerful restaurants.

FRENCH CAR FESTIVAL

WHEN: Sunday, April 9
TIME: From 10:00am
WHERE: Como Park North Oval, Williams Rd. North, South Yarra
COST: TBC
BRING: Picnic lunch, rug, chairs, refreshments
BOOKING: Not required
CONTACT: Andrea Fisher
[03] 9874 1960
president@citroenclassic.org.au

In the past this was dubbed the 'All French Car

Day', but this year the name has been changed and the event has a new venue and a new look! As always the day is being run by the combined French Car Clubs – this year Renault have taken the lead.

This provides a wonderful opportunity to see the best of French automotive excellence, from the early years of the industry to the latest from each of three major marques of today.

Bring a picnic, and make a day of it with the family.

DAY RUN: ACHERON WAY

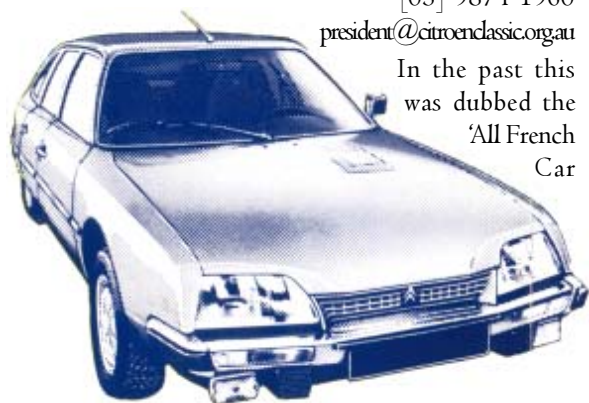
PLEASE NOTE DUE TO THE FRENCH CAR FESTIVAL THIS EVENT HAS BEEN MOVED TO AUGUST

CIT-IN '06 – DUBBO

WHEN: Friday, April 14 to Monday April 17
WHERE: Centred around Western Plains Zoo
COST: Adults [13+] \$170, Children [5 – 12] \$110pp
BOOKING: Essential by 31 March
CONTACT: CCCNSW, www.citroencarclub.org.au

MONTHLY MEETING

WHEN: Wednesday, April 26
TIME: 8.00pm
WHERE: Canterbury Sports



Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

AOMC BRITISH & EUROPEAN CAR SHOW

WHEN: Sunday, April 30
TIME: Spectators from 10:00am
WHERE: Flemington Racecourse, entry from Epsom Rd.
COST: Display car, \$12 inc occupants. Spectators, Adults \$12
BOOKING: Preferred by April 23 if you intend to display
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au
AOMC,
www.aomc.asn.au/B&Eshow06.htm

MAY

DAY RUN: BIRREGURRA-ON-BARWON

WHEN: Sunday, May 7
LEAVE: 10:00am
FROM: KFC carpark, west-bound side, West Gate Freeway. Melway 42, H12
TO: Birregurra, about 60km west of Geelong

COST: Free
BRING: Picnic lunch, refreshments
ROADS: Bitumen
BOOKING: Essential by May 1
CONTACT: Leigh Miles
[03] 9888 7506
activities@citroenclassic.org.au

Birregurra and its story... Bowden's Point, as Birregurra was first named, developed as a white settlement in the 1860s. It soon became known as Birregurra-on-Barwon, after the earliest European settlement had to

Birregurra-on-Barwon early on an autumnal morning.



from the Birregurra Creek site because of a lack of water.

Earlier in 1839, the first Victorian Aboriginal mission was set up below Borden's Point, known as Buntingdale

A-TRACTIONS

Mission Station.

Birregurra became a thriving town with its railway being the lifeblood of the vast Ottways timber industry in the early 1900s.

Now, in the 21st century, Birregurra remains a unique and beautiful township in the Ottway hinterland – a special place to live in and visit.

Not only will be able to take the self-

guided heritage walk, you can enjoy the shopping experiences of Birregurra Farm Foods, Rod Gray Furniture and Birregurra Bower, specialising in Italian linen.

Bring a picnic lunch, or buy something in town.

MONTHLY MEETING

WHEN: Wednesday, May 24

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 railway station at Birregurra-on-Barwon.



HISTORIC WINTON RACES

WHEN: Sunday, May 28

LEAVE: 8.30am.

MEET: Melbourne Zoo carpark
opp Royal Park Station.

Melway 29 E11

DESTINATION: Winton Historic
Race Circuit, Winton,

Vicroads 48 C2,

FIND US: Ring Leigh,

04 3901 9117

COST: TBA

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

BOOKING: Essential by May 19

CONTACT: Leigh Miles

[03] 9888 7506

activities@citroenclassic.org.au

Winton Motor Raceway is a 3.0km circuit in national configuration and a 2.03km circuit in Club configuration located near Benalla just off the Hume Highway, Victoria. The circuit has been established for

over 40 years and hosts Motorcycle, Motor Car and Superkart racing as well as having vehicle product testing facilities.

JUNE

OZTRACTION - MULWALA

WHEN: Friday, June 9 to

Monday, June 12

WHERE: Mulwala, NSW

BOOKING: Essential by May 12

Accommodation must be

booked by April 30

CONTACT: Leigh Miles

[03] 9888 7506

activities@citroenclassic.org.au

We have been tempting you in the last few issues of 'Front Drive', and now the time to book has arrived. Your booking form for 2006 OzTraction at Mulwala, in New South Wales is included with this edition of 'Front Drive'.

Full event details are on page 12.



Planning for OzTraction 2006 is completed and booking have now opened. Special events, special openings for a special group – us!


DATES

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



DESTINATION:

Mulwala, in southern New South Wales


WHAT'S INCLUDED?**FRIDAY NIGHT**

 Light Supper – grab some dinner in Yarrawonga, or stop on your way to the event.


SATURDAY


-  Parade through town
-  Show & Shine on the foreshore

of Lake Mulwala, in conjunction with the Vanguard Car Club


 Tourist Run/Observation Run

 Visit to Heritage Farm


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


 Banquet-style Chinese dinner at the Mulwala Ski Club, followed by entertainment by 'Mental As Anything' – not some cover band. This is the real thing.


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 at the Mulwala Services Club.

MONDAY

 Farewell breakfast at the Mulwala Services Club.

You will find the booking form for 2006 OzTraction with this edition of 'Front Drive'.

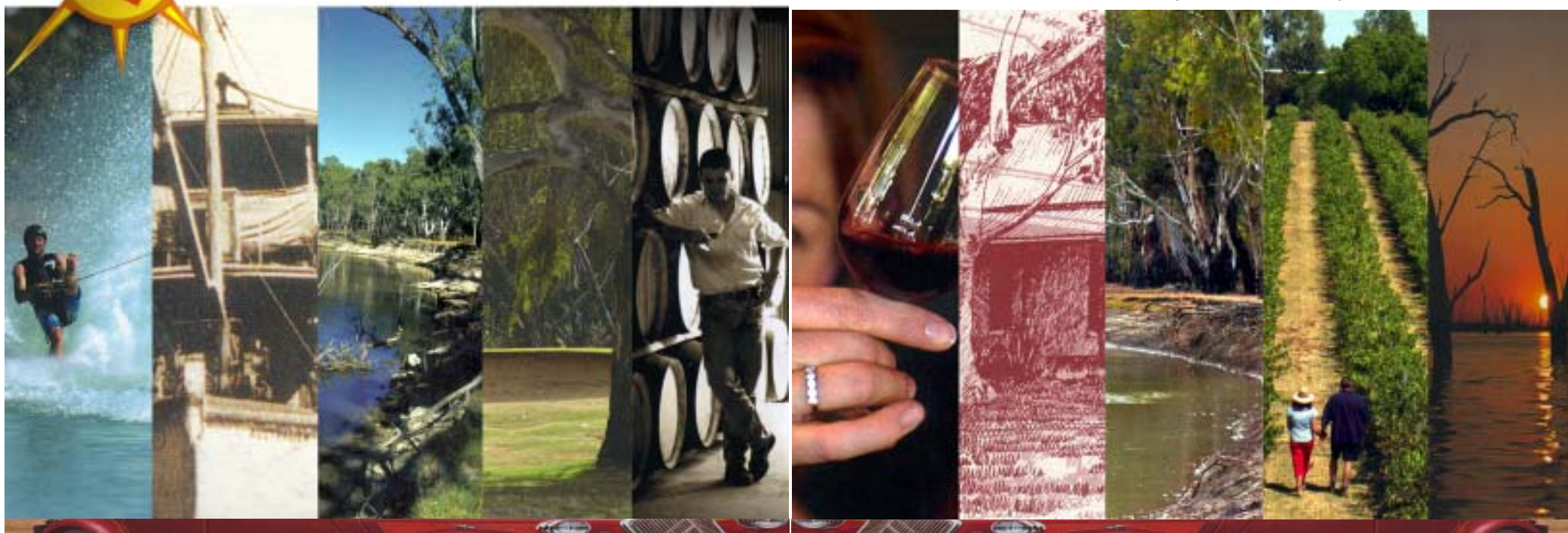
Naturally, your accommodation and refreshments at the included meals will be to your direct account.

Leigh F Miles & Sue Bryant 

MULWALA MISCHIEF

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

A weekend full of activities has been arranged and while the price this year is a little higher than in past years, we believe that Mulwala Mischief offers excellent value for money.



Like me, you will have been saddened to learn of the recent death [November 8] of Mrs Edna Annells in the UK – her death being attributed to

ry's wife, Gloria] was feted to become – in Edna's own words – a long-suffering 'Citroën widow'.

It was highly appropriate then, that Edna's 'send-

off' should have featured a gathering of Citroën Traction Avants, with a 'Commerciale' – courtesy of long-time family friend, John Waghorn – being used as a hearse for the church service at Peterborough on November 21. Also in the cortège were a Traction Sedan, a second Commerciale and ENE442 [aka 'Eenie'], Fred's navy-blue Light 15 Coupe [faux-cabriolet] which features in books on every Tractionist's bookshelf worldwide.

Such a touch of lightness, to relieve the inevitable sense of loss, sadness and tearfulness of such occasions, is I think, a commendable thing – most certainly preferred by the just departed.

The family preference [and Edna's I am told] expressed at the time was that any remembrance for her should take the form of contributions to appropriate medical research, either in

EDNA ANNELLS

cardiac and liver complications following successful surgery for bowel cancer.

As well as being the beloved 'Ducks' to Fred [UK's 'Mr. Citroën'] and mother to Barry [UK's 'Mr. Citroën Junior?'] and his sister Linda, Edna [and Bar-

A pensive Edna Annells, in 2005.



UK or [for us] in Australia – which would save us paying transfer fees etc.

Consequently, I have explored my contacts at Cabrini Hospital in Malvern, Melbourne – a hospital which has a very active medical research program through its Cabrini Clinical Education and Research Institute which, along with the broader activities of the parent body, Cabrini Health accepts philanthropic contributions made through the Cabrini [Hospital] Foundation.

Cabrini's medical research is, I believe of a very high quality and professional order, frequently carried out in collaboration with Australian and overseas researchers and research bodies, and is made-known locally and worldwide through technical publications, conferences and seminars, internet etc. Consequently, contributions to this work can and have produced valuable and widespread benefits to the well-being of mankind.

If you would like to join with me [no obligation of course] in celebrating Edna's memory in this way, you may care to use the

special Cabrini envelope to forward your contribution to the Cabrini Foundation, filling your details and preferences as indicated – using cheque or credit card [donations of \$2 or more are tax-deductible – you will be mailed an acknowledgement and receipt].

Cabrini will respond to these contributions by recording Edna's name on its Honour Roll [main foyer], and will express appreciation to the Annells family directly.

For further details, you may contact me on [03] 9786 2710 or the Cabrini Foundation [Ms Lyn Brody or Ms Karen Fuerst] on [03] 9508 1222.

Yours in Citroëns
Bill Graham



Bill Graham prepared this article to appear in the last edition of 'Front Drive', in conjunction with the article about Edna Annells funeral. However, due to a technical hitch/misunderstanding, this text did not appear in Vol 29, No 8. My apologies to Bill for any anguish or embarrassment caused.
Leigh F Miles

Having volunteered myself to myself to write an article on my Visa GTi, I was astounded to find how few pictures I have of this car. As you will see, it has been with me for

— something a little faster. Our friend Lance Collins in Brisbane had been in touch to say that as it happened there was a Visa GTi for sale in Queensland. An English couple who had emigrated to Australia had brought the car

MEMBER'S MODEL

14 years, yet other than the pictures that were taken of the car prior to its purchase I really have only three other pictures. Suddenly, finding the right images for the article is a real issue.

with them and settled in Central Queensland. While they had enjoyed driving the car around, the immanent arrival of a baby made them realise that an un-air-conditioned car was not the most suitable conveyance. The Visa had to go, to be replaced by an air-conditioned Ford Falcon. I'm passing no judgements.

They brought the car into Lance at

Iain Mackerras and I bought the Visa GTi in 1992. I already had my twin-cylinder Series I Club and we had been giving consideration to adding another car to the collection

The day after the Visa GTi arrived in Victoria it was to be seen next to my Visa Club on the shores of Lake Mulwala.



DS Motors for him to give it a once over and take some pictures. The car was given a clean bill of health and the pictures were duly sent south. We haggled with the seller over the price — they were not moving. Well, I suppose with a car like the Visa GTi, they knew it was the only one in the country and anyone who expressed interest was going to be either [1] just a tyre-kicker or [2] totally serious. Either way, the price was not moving.

We bought the car, but told no one in Melbourne of our purchase. In fact, Lance and Wendy Paas/

Hincks/Ward were sworn to secrecy as well. In June of that year the Club's OzTraction Meeting was in Yarrowonga and we had persuaded Lance and Wendy to head south for it. Actually, back then, when we were all younger than we are today, Lance was a regular attendee at OzTraction — but we have not seen him for years. Lance drove in his Light 15, while Wendy and her sons Murray and Oliver came in the Visa.

Naturally, they were quite late arriving; but as people knew they were arriving on the Friday evening



quite a number of Citroënists had stayed up to greet them. Imagine their surprise when Wendy drove in behind the wheel of a bright red Visa GTi. The instant assumption

driving experience – see, numbers are not everything!

The Visa had started as a joint development between Citroën and Fiat with the intention of providing Citroën with a car to slot between

MEMBER'S MODEL

was that Lance had bought Wendy a quality car, or Wendy had bought herself a quality car... whatever! But, no, the Visa GTi was for Iain. Why should I have all the Citroën fun? Iain was the Club's Activity Director but did not own a Citroën – time for that anomaly to be remedied.

The Visa GTi was probably the acme in the commercially available Visa range. This car is the 1983 105bhp car. Later a 115bhp version became available, but the torque curve on the 105 car is generally regarded as providing the better

the Dyane [remember the Ami was finished] and the GS and Fiat with a replacement for the I27. The subsequent divorce of the Franco-Italian marriage and the shotgun wedding between Citroën and Peugeot meant the project was to be re-worked to use the Peugeot 104 as the base. Fiat was left to soldier on with the I27 for years!

With standard Peugeot floorpan and very conventional MacPherson struts Citroën's level of independence was seen to have disappeared overnight. Little did we realise there was worse to come – the LN and



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LNA, the Saxo, Berlingo; in comparison with this level of badge engineering, even BMC appear to have treated its customers with respect and its brands with strategic under-

der IIE]. Ian Fraser wrote in 'Wheels', 'The ride... is very Citroën. There's an easy rollicking feel that is comfortable, gentle and secure without being uncontrolled...

the all-independent suspension is remarkably

quiet, absorbing all types of surface irregularities with the same roundness that characterises the vehicle.' Steve Cropley, also writing for 'Wheels' said, 'You can call it a car, if you like, but I call it a masterpiece. The twin has all the 2CVisms – world's most alarming body roll, a soft floating ride, one of the sharpest steering systems you can get, meagre power and constant opposed rattle of a well-

thrashed engine. There are seats which have no right to suit your bum as well as they do – and whose cushion positioning and shape makes everyone else's just plain wrong. There is stacks of cabin and boot room. And the Visa has better laid out controls than you can hope to find in any other car, regardless of the price [except another Visa].'

However, the driving world stayed away in droves. An external re-vamp followed shortly after the car's December 1978 launch. The 'best laid

was it selling!

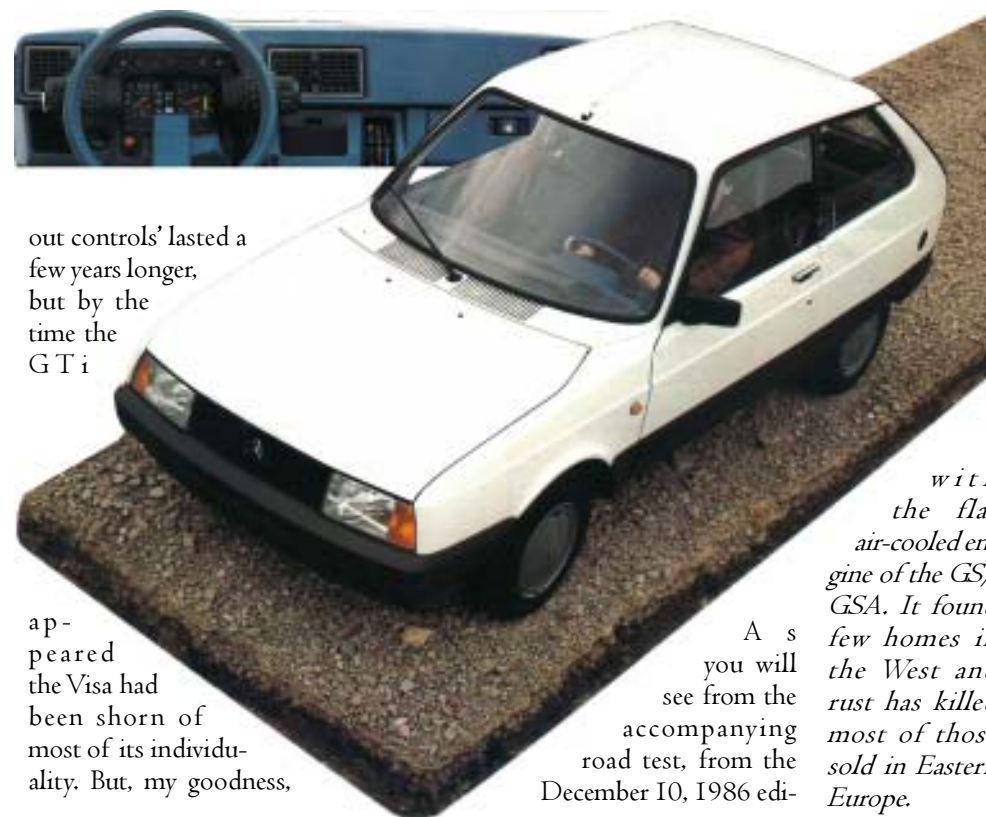
How did Citroën put together a GTi version of the Visa? Over the years various mildly warm Visas had been produced en masse, other downright hot versions had been produced in limited numbers and the model had performed more than adequately in a number rally events – so there were some sporting pretensions to the model. What could be simpler than to raid the Peugeot parts bin and see what could be fitted.

The Roumanian-built Axel/Oltcit was effectively a three-door Visa, fitted

MEMBER'S MODEL

standing.

The Visa did benefit from Citroën's suspension experience. Even without hydropneumatics the Visa was able to provide a level of ride comfort [and roll] that most small car makers could only dream of. Launched as a two-model range in the UK, the smaller engined [652cc, air-cooled twin-cylinder Club] gained rather more media favour than the larger engined [1,124cc, water-cooled four cylin-



out controls' lasted a few years longer, but by the time the GTi

appeared the Visa had been shorn of most of its individuality. But, my goodness,

with the flat air-cooled engine of the GS/GSA. It found few homes in the West and rust has killed most of those sold in Eastern Europe.

As you will see from the accompanying road test, from the December 10, 1986 edi-



tion of 'Autocar' the Visa GTi proved to be great value for money and mine has been incredibly reliable. The only major problem occurred at Cit In in Mudgee, when

sourced from Sydney on Easter Saturday afternoon and Mel Carey and Stuart Pekin were up and on the job at 6am Easter Sunday. I know, the belts should have been replaced when we bought the car; something I have always

taking off from the traffic lights the cam belt decided to part company with itself. A replacement belt was

done since if no reliable service records are available. Thankfully the valve stems were only slightly bent

[is that like being a 'little bit pregnant?'] and with the new belt the car would idle on three cylinders and actually run on four. A replacement head was fitted in Melbourne and there have been no troubles since.

The original upholstery [which looked more like an plaid blanket than anything else and was as prickly as all get out] was up to Citroën standards for the time and it has

subsequently been replaced with goat skin and a self-pattern velour. The 115bhp model came with rather better quality material [which was also used on the CX GTi Turbo] but being predominantly black does make the interior seem smaller than it is.

How many Visas are there in Australia? Jim Reddiex has a Mark I Club, the same as mine, although I understand that his is no longer on

MEMBER'S MODEL



the road.

Greg Fienberg had a Super X – it appeared in a comparison road test in 'Wheels' [?] pitted against the then-new first version of the Ford

MEMBER'S MODEL

Laser Sport. A comparison in which the Ford was the victor. However to be fair the 1.5litre, twin carb engine developing 59kW would have been pitched against the then-range topping Visa GT [1.4litre, 57kW], than the 1.2litre, 46kW Super X.

There are my GTs – in Cabriolet and Challenger form. The Challenger is probably the last right hand drive example of the limited run of 300 that were made. So, I count six. I do hear rumours of another one in Sydney; but I believe that is the Super X already mentioned.

Fast, reliable and fun. Yes, the Visa

GTi is all of that. In June 1988, 'Classic Cars' listed the Visa GTi in their 'Future Classics' article as one of four 'sleepers'. Their comment: 'Legoland hot hatch. Gawky Visa body with fat wheels and ample plastic hunking-up

laid over broadly Peugeot 205 GTi mechanicals. Lightweight, noisy and near-extinct, this superCit is also very quick and absurdly entertaining. Friendlier on-the-limit handling than 205, too. Good ones are very, very rare now'. Remember, that was in 1998!

However, the arrival of a new splint for my leg which prevents any ankle movement means that I am forced to part with the GTi, as I can no longer operate the clutch. It is time for me to sell a car. I have done this once before in my life... it will be difficult parting.

Leigh F Miles.



"JACK ROBINSON..."

To get more than a fleeting glance of the brand new Citroën Visa GTi, you have to see it parked in your local showroom.

There you can admire the eye-catching front spoiler, side skirts, flared wheel arches, alloy wheels and four headlights without getting a sprained neck.

A more familiar sight will be the two rear spoilers attached to the hatchback.

Because the Visa GTi can accelerate from 0-60mph before you've time to open the sunroof. 9 seconds by our stopwatch.

Keep your foot down

and you'd better be in Germany. Although with a top speed of 117mph you soon won't be.

Even the interior's pretty flash. The dash has almost as many dials, lights and switches as the space shuttle. (Mind you, everything works on the Visa GTi.)

And with 5 doors and comfortable seats, it's ideal for back-seat drivers too.

Yet the Visa GTi trails way behind its rivals on price. At only £6,274 even your bank manager won't stand in your way. Like everyone else, he'll be left speechless.



THE NEW CITROËN VISA GTi £6,274. WE GO FURTHER FASTER.

The revised Citroën Visa GTi has the 115bhp engine as the Peugeot 205 GTi and offers much of the stalemate's performance for £1,200 less.

tions about how the car had been trimmed. The garish red stripes over seats and door trim mixed in with grey cloth resembling the texture of an old blanket were not to everyone's taste.

Thankfully, Citroën has lis-

tened to criticism and produced in the new 115bhp [88.5kW] Citroën Visa GTi a much better car both inside and out. It is more convincing both in performance and in the way it is packaged.

More good news is the recent adoption by Citroën of the revised

115bhp Peugeot 205 GTi power unit in the Visa GTi. Power is up from the previous 105bhp [81kW] thanks to detail headwork with larger valves and revised timing. Peak power is generated at the same 6,250rpm engine speed while maximum torque, down fractionally from 99lb ft to 97lb ft [134Nm to 131] occurs at the same 4,000rpm.

In performance terms there is a slight gain in acceleration from medium to high revs, as you might expect, plus a very slight loss in tractability at extremely low engine speeds. For instance, it takes 8.5seconds, compared with 7.9seconds to span 16 to 48kph [10 to 30mph] on fourth gear but then the 48 to 80kph [30 to 50mph] increment is reduced from 7.4 to 7.0seconds. Similarly the higher the engine speed the more convincing the result. If it is pushed from 113 to 145kph [79 to 90mph] in this gear it takes 10.5seconds in the 115bhp car rather than 13.0seconds of the less powerful 105bhp version. [Of course, in Australia a comparison such as this is academic at best and license losing at worse. Ed.]

These results are also echoed in each gear; similarly the standing start acceleration figures are all consistently better. The 0-48kph figure of 3.2seconds is cut to 3.0, 0-96kph [0-60mph] is down from 9.7 to 9.1seconds and the 0-160kph [0-100mph] dash is far quicker at 34.3seconds, down from 41.6.

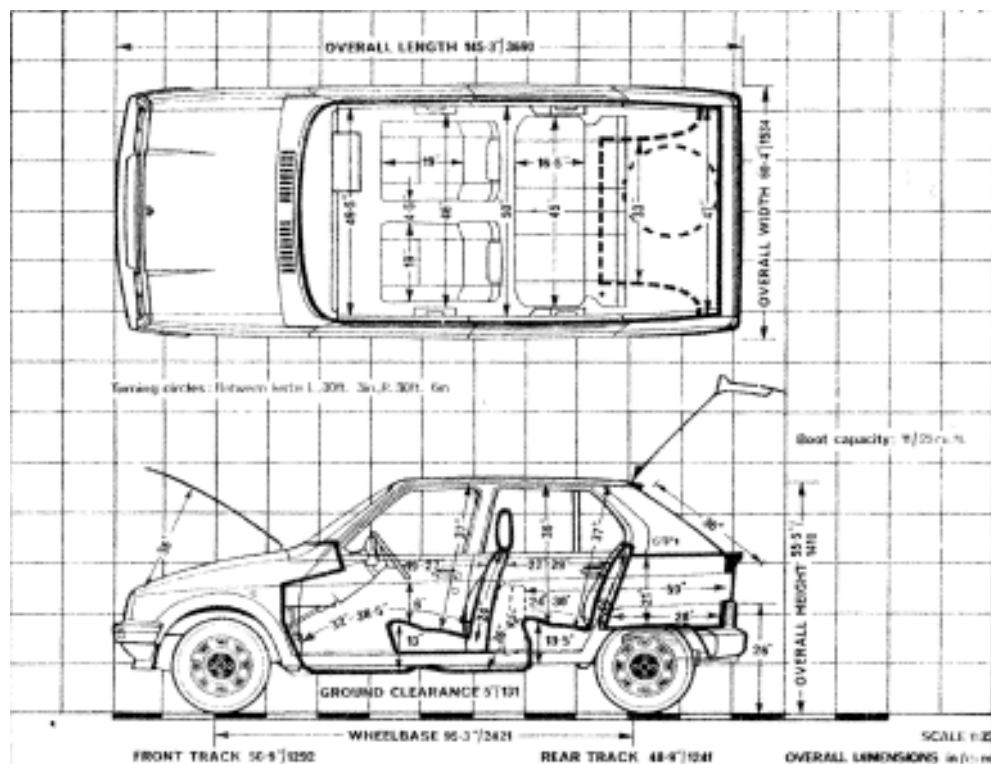
Top speed is up from the previous 175kph to a more reasonable 182kph, putting the Citroën on a more competitive footing with its opposition. Having said that, the Visa is still some way off matching the performance of offer from the similarly engined Peugeot 205 GTi, even though both cars have the same power output, similar gearing and weigh virtually the same. The answer lies in aerodynamics, or rather the lack of them in the case of the Visa with its Cd of 0.39. This would have been a highly competitive figure a few years ago, but with newer models like the Peugeot 205 GTi boasting a Cd of 0.34, the Visa begins to a little dated.

Even though the Peugeot has the performance edge this does not detract from what the Visa GTi has to offer. It is a great little town and country lane flyer and we much praise for the way in which Citroën has engineered its top specification Visa. The engine is always highly responsive whatever the speed or gear and the five-speed gearbox is

This pictures is from the brochure for the 115bhp Visa GTi – the subject of this 'Autocar' test.

PASSPORT TO PERFORMANCE

Citroën entered the performance hatchback market last year with its little Visa GTi, which we liked in respect of its ride and handling and as good value for money compared with its rivals. We were less enthusiastic about the levels of refinement and there were also some reserva-



delightfully light and easy to use, though it has to be said that during the course of the test period the linkage had a habit of falling off the gearbox end and required a bit

improve with mileage? We think so. The range from the 45litre tank is not immense at just over 400km between fills, while refuelling itself is not a particularly pleasant task if one forgets to stay out of line of the filler neck. The

problem arises when the tank is almost full: suddenly fuel comes spurting out in a mighty gush even though the pump has just clicked off. Consequently, more than one tester ended up with wet feet.

Although Citroën has given performance a useful boost, it appears to have neglected refinement, which is no improvement over the previous model. If anything, the test car was slightly worse and suffered from excessive wind noise round the front door seals when driven briskly at motorway speeds. The fact that the engine is quite noisy when worked hard does not help matters either. You can forgive Citroën to some extent as a rorty exhaust note is certainly in keeping with the sports image but this can become very tiring if the Visa GTi is driven long distances at speed. Certainly, it is not possible to listen to the radio without resorting to excessive volume with the inevitable distortion through the speakers.

On a happier note, two of the car's major attributes are its exceptionally supple ride and well-mannered vice-free handling. You might expect

of underbonnet fumbling before any gears could even be engaged.

The engine too proved a bit temperamental in traffic and sometimes stalled or idled roughly as if the fuel metering was not quite right. Economy is not especially good, although our test vehicle had only around 1,500km on the odometer when we tested it, so this is perhaps not surprising. The overall figure of 10.8 l/100km [26.2mpg] illustrates this point, especially when you consider that we managed to attain 9.5 l/100km [29.9mpg] for the similarly engined Peugeot tested recently, but surely the situation would

PASSPORT TO PERFORMANCE

This image is from the previous year and shows the 105bhp Visa GTi.



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the latter in a car of this type but not often both, although the two should complement each other.

The Visa GTi is not unduly upset if thrown into corners, and it feels

though the steering effort is noticeably heavy at round-town speeds and considerably so when parking tight spaces. Once on the move, however, the situation becomes

more acceptable with good feel particularly at motor-

way speeds.

The main instrument binnacle holds matching speedometer and tachometer plus oil pressure and temperature gauges. Information relayed is identical to that offered in the Peugeot 205 GTi only in this case with revised instrument graphics.

Conventional – by Citroën standards – instrument stalks are featured each side of the column within easy reach of fingers without lifting one's hands from the wheel. The stalks are multi-functional items handling indicators, lights and horn on the left and washer/wipers on the right.

The pedal layout is acceptable for heel and toe changes although the brake pedal is positioned a little too high so that rather than simply sliding one's foot over onto it from the throttle, it must also be lifted slightly.

GTi seating is similar to that of the previous car in feel and support but despite this, it is significantly more appealing the black/grey chevron cloth design over base and backrest and with black cloth outer edges. There is plenty of side support and

the seats are quite firmly padded if lacking a little in lumbar support. The driving position is quite high so that you are looking down over the bonnet with your head poking into the recess created by the sunroof if you are above average height. Tall drivers will also complain of a lack of seat adjustment to give long legs more space under the wheel.

Unlike most other performance hatchbacks, the Visa GTi has five doors offering rear passengers easier and less restricted access, although it could not be described as a roomy car and suffers from restrictions in rear legroom with only medium sized occupants at the front.

The load space is not immense either thanks partly to the siting of the spare wheel on the boot floor,

rather than underbonnet, but it is augmented by the split-folding rear seat backrests which virtually double available space when tipped forward.

Oddment space is not as generous as in some rivals, being limited to very shallow door pockets – now trimmed in black rather than the previous combination of red/grey – with a narrow slot where you might reasonably expect a glovebox and an under-facia which is really of no practical value.

Taken for what it is, a sports version of a popular hatchback [albeit one which is now showing signs of age] the Visa GTi represents value for money at around £1,200 less than the Peugeot 205 GTi.

This article first appeared in 'Autocar' on December 10, 1986.

Australia's only Visa Super X was once owned by CCOCA member Greg Fienberg. Here Stephen Berry attacks the motorhane in the Barossa Valley at the Easter CitIn Event, in 1982, I believe.

PASSPORT TO PERFORMANCE

well balanced even if get it understeering and then suddenly lift off. All that happens is a switch to a more neutral attitude as the Michelin low profile radials cling to the road with leech-like grip. This particular aspect is also surprisingly good in wet weather conditions. The ride is very well controlled and feels like that of a more expensive luxury saloon; it is noticeably taut but still soaks up road irregularities and bumps with remarkable suppleness.

Matched to this is the responsive rack and pinion steering. The wheel itself is a thickish-rimmed three-spoke sports style 37cm in diameter. It feels right for the size of car

The Visa in full rally mode. Citroën's Visa proved very successful in the world of rallying.



When Peugeot acquired the virtually bankrupt Citroën concern in 1974, it inherited a project that the latter had commenced several years earlier: to produce a new small car

air-cooled engines. But with Peugeot's takeover in 1974, once again the development plan was altered – this time so that it could include the platform and mechanicals from the Peugeot I04.

The complicated and

lengthy gestation period eventually resulted in three different models. The first of these was the LN, launched in September 1976. This was very much a hybrid vehicle, a sort of 'Citroënised' Peugeot I04. While the LN used Citroën's 602cc engine it lacked the torsion bar suspension set up of the 2CV/Dyane. The subsequent LNA used either 652cc air-cooled twin or the 1,124cc Peugeot engine; both of which were fitted to the Visa. However they lacked It was never very popular and received much criticism

from those who saw it as a symbol of Citroën

TOY A-TRACTIONS

with the aim of replacing the 2CV/Dyane and Ami models. The development plan was known as 'Projet Y2', and the new car was designed around the platform of Fiat's very successful I27 model, since the two companies at the time were undertaking a number of cooperative arrangements. After nationalism won out [the French government putting a firm 'Non' to moves by Fiat to take over Citroën], Projet Y2 was transformed into 'Projet Voiture Diminuée' [Small Car Project], based around a Citroën platform, suspension and the company's own range of small

The first post-take over model to bear the double chevrons was the hideous LN. Solido was foolish enough to produce a model of it! As few bought the real thing, I'm guessing the model suffered a similar fate.



losing its individuality. [Author's note: it was also shoddily put together and must have been made using third-rate steel: my Mother's LN seemed to shed various bits and pieces during the brief time she ran it, and rust spots quickly began to make themselves seen.] Still, what was a stop-gap model found 280,000 buyers – although very few were sold in right-hand-drive form.

Few, too, are the models available of this Citroën – with only Solido bringing out a model in 1:43 scale, available from 1978 to about 1984.

In eastern Europe, Projet Voiture Diminuée bore fruit [though not until 1984] in the form of the Olcit, which was built in Romania and named after the region of the country in which the company was located, Oltena, and Citroën. Although it was briefly on sale in France [where it was known as the Axel, and where it was priced to slot in between the LN and Visa], it was only ever really successful in eastern bloc countries. [Judging from a visit to the Czech Republic a couple of years ago, a few Olcits still manage to soldier on amongst all the flashy new traffic.] In appearance the car was like a two door Visa with a simplified front end, the grille incorporating the Romanian company's badge – an encircled single chevron, in place of the usual double chevron. The Olcit/Axel was fitted with the flat four, air-cooled motor from the GS/GSA

and was available in both 1,129 [GS] and 1,299 [GSA] capacities and a dashboard that was just as innovative as the Visa's.

Again, models of the Olcit/Axel are very few and far between, though the French model kit company, Heco, produced a version in resin in the mid-1980s.

Two years after the appearance of the LN, Citroën launched the Visa at the Paris Salon. This was much more of a 'proper' Citroën, although it incorporated a number of Peugeot components. Still, at least it looked like a real Citroën, and was unlike any Peugeot. Initially, two engines were offered: an air-cooled flat twin of 652cc developed by Citroën, and a water-cooled Peugeot 4-cylinder 1,124cc motor. The Visa had a light weight four door* hatchback design, the rear of which was quite reminiscent of the Dyane. A gently sloping bonnet ended in a distinctively designed front in which the polypropylene bumper incorporated the grille. Inside, the most eye-

Proof that the Olcit still exists. This is a picture taken by Mark Ebery in Prague.



catching feature was the instrument panel with its pod-like controls and square gauges. During its ten years in production, the car received just one major restyle, in 1981, when

as a rally special with 1,434cc, and a 'GTi' with 1,580cc. From 1984, the petrol engines were joined by diesel options, with the Visa 17D using a Peugeot 1,769cc motor. The

most distinctively-styled Visa was the

four-door convertible, the Visa IIRE Découvrable, as it was known in France. At its most extensive there 13 different models in the Visa range.

The Visa was the most successful model from the Projet Voiture Diminuée and along with the larger BX, did much to save Citroën during the difficult years of the 1980s when new models were urgently required to shore up Citroën's declining sales. By the time the Visa was phased out, over 1.2million had been built – excluding the Visa-based C15 van [of which model was produced by Eligor], which contin-

the front end including the grille were cleverly updated and various other minor styling modifications were made. The pod-enhanced dashboard was dropped a few years later. [* In a bid to exploit as wide a market as possible, a two-door commercial, called the 'Enterprise', made by a coachbuilder called Gruau, was available for a few years – this had the rear two doors welded shut [!], and the rear seats removed, in order to make a hatchback/van and was available in both engine sizes.]

During the middle years of its production, the Visa was available in a wide variety of engine sizes, at least in France. In addition to the original engines, there were versions with motors of 954cc, 1,219cc and 1,360cc, as well

TOY A-TRACTIONS

Mattel Hot Wheels 1:25 scale model, with opening bonnet and doors. The dashboard has been carefully modelled and shows the classic 'pods' of the Mark I car. It is a shame they did not bother to fit a single spoke steering wheel, however.



for many years before being replaced by the current Berlingo. [Actually, the C15 ran concurrently with the Berlingo and was only deleted from the list in 2004 – this makes the Visa, in one form or another the second longest-living design in Citroën history, after the Traction. Ed.]

Unlike the LN and Olcit/Axel, the Visa is reasonably well represented in model form. Norev still has a Visa in its catalogue, No.151504, which like several other of its current offerings, is a reworking of an old model. Norev's original Visa model at 1:43 scale appeared in 1982, and there were numerous versions available during the 1980s, including with Police and Rally decals. Norev also produced a Visa model in its 1:66 scale 'Mini-Jet' range.

Also making its appearance in 1982 was the Solido model of the Visa,

which came out in the so-called 'Cougar' range, along with such cars as the Fiat Ritmo, BMW 530 and Alfa Romeo Alfetta. These Cougar models bear catalogue numbers commencing in '13' [the Visa is No.1302]. The model with the same model number was also available branded Solido. Renumbered [1402] and repackaged, they were also sold in the early 1980s as Dinky Toys in a rather despairing [and unsuccessful] bid to keep the famous toy brand alive.

In February 1979 the first 'Limited Edition' Visa was launch – the 'Carte Noir'. Others soon followed and a number of them made it to the toy shops. Dinky produced a version of the 'Fillet Rouge' [Oct. 1979]



Front to back: Norev's 1:72 scale model, Cougar's model of the 1980 limited edition 'Sextant' and the same model with regular paintwork.

and a Cougar branded 'Sextant' [Feb. 1980] was also produced.

The largest model of the Visa is probably the 1:25 scale version from Mattel Hot Wheels, and this

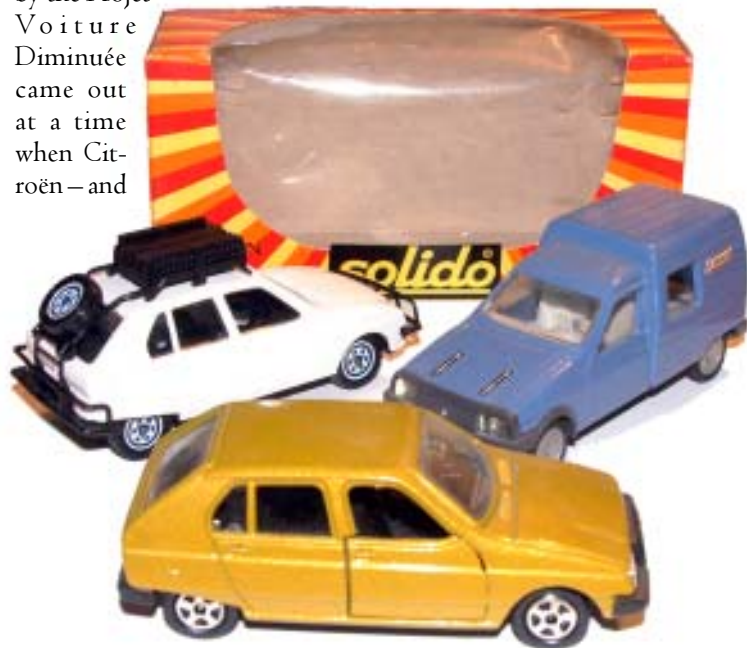
TOY A-TRACTIONS

clearly shows off that distinctive instrument cluster. Unfortunately, the steering wheel has two, rather than one spoke. This model was available through K-Mart in Australia. As for the equally distinctive convertible Visa, there are a number of resin kits that have been available over the years from specialist model manufacturers.

The three different designs spawned by the *Projet Voiture Diminuée* came out at a time when Citroën – and

its owner, Peugeot – were seeking cost-effective ways of saving the company. It is probably true to say that these cars stand in the shadow of the more well-known Citroëns, such as the Traction Avant, the 2CV and the DS. But they are important in their own right because the fact that Citroën is still with us owes much to these cars that helped save the company following its collapse as an independent concern in the early 1970s.

Mark Ebery



Left to right: Solido's Rally version of the Visa, Mattel's Hot Wheels in 1:43 scale and the Eligor C15 van, badged for Dunlop.

A human failing is to not recognise adequately the common motor vehicle as a lethal weapon, killing many more people – in Australia at least – than the much-vaunted threats posed by firearms, pesticides, terrorists and so on, as infinitum.

The recently-reported death [13 February] of a Melbourne Citroënist working under his car highlights an additional risk posed by Citroëns equipped with hydropneumatic suspensions [essentially from the DS/ID onwards, leaving aside non-hydraulic tiddlers – 2CV, AX, Xsara, C2, C3 etc].

As all Citroënists know [or should know], the hydraulic suspension can be used to raise the car body for tyre-changing, access underneath etc. However, the hydraulics alone should never be relied on to keep the body elevated, ESPECIALLY IF YOU ARE WORKING UNDERNEATH IT.

The elevated body should be securely held up by stable jack stands – equally stable alternatives

eg a stack of spare wheels can be used if special circumstances dictate [on a Raid, for example].

The trouble with the hydraulic suspension is that it can suddenly

FLEET FOLLIES

lose pressure eg due to a ruptured pipe, or as with a GS in the UK some years back, by the accidental operating of the height-settling lever.

The rapidly-descending vehicle can crush the unfortunate, who, unless very quickly released, would probably die from asphyxiation – like being trapped by a boa constrictor.

Hydraulic bottle jacks, trolley jacks and even garage hoists should be treated with similar caution, and not be relied on alone for your safety. Air-bag suspension would also be suspect.

True, we are all going to die one day – but it would be better not to do so under [or even in] your Citroën. We do not want to give the wonderful marque a bad name, do we?

Bill Graham.



March 5 was an important date in Warrnambool. Why? Because that was the date on which Roy and Esther Begelhole celebrated 40 years of marriage.

The Committee, and all your friends in CCOCA extend our congratulations and best wishes.

The CCOCA Committee



French Farming in '90s – Granny Smith Still a Steady Earner!

High summer, thirty-five celsius forecast for this afternoon, al-

'90s FRENCH FARMING

though the mid-morning air still carries the cool memory of dawn. Gilbert raises his voice to compensate for the Visa's two-cylinder engine as it buzzes to keep the needle over 100 kph...

'There's a good spot down by the river where we can get the cattle, the valley and the woods into one shot.'

We pass the newly-erected signs for the three Country Walk circuits the Ste Cécile village council has approved. Access to the river would call for some serious off-roading, to which the larger wheels and longer travel suspension of a 2CV would have been better suited. The Visa copes, just about, with the descent. We'll worry about the climb back up the valley after the photo session. While Gilbert is off rounding up the most attractive bovines, I cast an eye over the farm hack, which, until last spring, had been his mum's pride and joy.

Bought new in 1979, the little twinpot had Granny Smith apple-green duco, chocolate vinyl floorcoverings, and polka-dot choccy drop trim.

Tasty.

Thirteen years travelling the couple of kilometres from le Petit Breuil to the village shops, with the occasional foray to Chantonnay had put 28,000kms on the clock. On his retirement, Roger handed over the farm to his two sons and treated Collette to a silver Renault 5. The budding beef baronets, Gilbert and Josselin, started to wear out the Citroën...

With a thriving cattle farm to run and a busy schedule, the lads quickly loosened up the lazy 652cc lump, sometimes reaching speeds worthy of a four-cylinder down the long descent from the Carrefour de la L'une into Ste Cécile, veterinary hypodermics rattling in the dust-lined boot. Last year they experimented for the first time with 'plasticulture', growing lofty maize in record time under strips of biodegradable plastic. Granny Visa transported the rolls of PVC, abetting in one farmers's solution to the Eurocratic neatness of set-aside; make the 85% of your land produce 15% more...

Gilbert is striding back up the paddock in shorts and wellies, leading a dozen Rambo-like Charolais, future stars of the brochure we're preparing to promote

—'Le Boeuf de la Vallée du Lay'. Young agriculteurs must be dynamic these days. The halcyon époque of subsidies is almost over. He has decided, unlike the majority of his colleagues locally, not to diversify into poultry or tourism. Instead, he specialises in maize and silage to produce beef, beef and beef. Such is his dynamism and the quality of the product, that it is rare not to find at least one 'représentant' in the wine cellar at apéritif time.

When we've exposed all the film we need, I comment that the Visa is wearing well, considering. Despite its nickname, it has not yet reached the geriatric stage where fencing wire and bindatwine repairs become necessary. And it probably won't. With the disappearance of all of those 'inefficient' farmers, out go the threadbare 2CVs, Ami 8s and Renault 4s. France, and the world, has moved on. The Supermarket is king, and a despot to boot. Despite the ad-man's hype of H-Vans and chickens in forests, the reality is hard-nosed business. Gilbert is bemused when I tell him that, for an increasing number of Britons, the main aim of a Sunday is to do their shopping in cathedrals to consumerism...

Collette's Visa is a stop-gap while Gilbert awaits a more economical, youthful and capacious re-

placement. Next month he takes delivery of a CI5 diesel.

The Visa is dead, long live the Visa! Judging by the way Citroën is promoting the five seater 'mixte' version of the CI5 in some parts of Europe, the career of this model is far from over. At the Visa launch, the French press dubbed it 'l'Eléphant man'. The later frontal treatment was to be less bold. The test of time has perhaps, however, confirmed the manufacturer's affirmation... 'ca, c'est une auto!'

With a touch of the starter, the Green Machine bursts into life, we make it out of the valley, and join in the picnic down by the irrigation lake the brothers built last year. We pull up just as René is pouring the 'Troussepinette', a local apéritif of Oberlin wine, eau de vie, sugar and springtime shoots from the blackthorn tree. He's already sampled several by the look of things... He shouts across as I finish the film...

'Alain, la Dyane ne démarre plus'.

With the neck of the bottle he indicates the stricken Dyane at the edge of the lake. Another product of the René Uzenot School of Economical Vehicle Maintenance. But that, of course, is another story...

This article, by Alan Brown, first appeared in 'The Citroënian', and appears with his approval. ✂

As another club year comes to a close there are still a few goodies in the closet, the photos tell it all, firstly there are covers for the crankhandle dog on 4 cyl-

SPARE NEWS

inder tractions, these have a chromed finish and are available through spares, priced at \$39.00 each.

The enamelled French flags and Citroën hubcap bottle openers are available through the club shop priced at \$25.00 each and \$18.50 each respectively.

I even had a phone call from Arden Continental which is the company in Birmingham making the hubcaps for us assuring me that they will let me know in a week's time how to pay for the order and it will be despatched, wonders never cease!

I have just finished an update on Traction stock and prices and this will be posted with the next edition of 'Front Drive'. In the same way as last year, this will be a separate

booklet, to enable ready reference to the Club's full listing of parts.

Business has been brisk over the last year and as I have said in the past, there must be a lot of tractions in far better condition than ever before. You will

see when the price list is published the prices have hardly moved since I took on this role over 3 years ago. I feel this is due to the volume of parts we are now buying from overseas companies and clubs; this is definitely a step in the right direction as it would make our cars some of the most affordable and gives us easy access to parts to keep them in top order.

I have even noticed reproduction dome lights advertised, these have been impossible to buy for a long time, so if you need one let me know and we can get some in and have a look.

Hopefully in the next magazine I will have some pictures of hubcaps to publish, one can only hope!

Rob Little.



FOR SALE

1974 GS SEDAN

White with red interior and complete. Chassis: GX GB24 GB12300, engine: 0644010944. Engine starts easily, runs sweetly and is in top condition with weber carburettor as standard. The hydraulics also pump up and stay that way for an hour or more when stopped. The body does have some rust in door bottoms but none in floor or boot areas which is quite rare for a car this old. It is an easy restoration for somebody who wants economy with the driving pleasure of a DS. These vehicles are very under rated. For those who are worried about parts I have found this not to be the case when repairing my GS Wagon. Hence I have stock piled a number of spares for my car but I am willing to supply any of these to the purchaser for a small cost if required. I am asking \$ 450 for this

vehicle but am open to offers. Phone Graham [03] 59870767 evenings or weekend. [30/01]

EARLY ID PARTS

I also have numerous early ID wagon and sedan parts including gearboxes, engines, wheels, external trim, radiators, heaters a wagon roof rack etc. and am open to offers. Phone Graham [03] 59870767 evenings or weekend. [30/01]

1968 2CV FOURGONNETTE

Chassis: 207 816, engine: 0508004008 Date of manufacture: 1968, 92,000 kms. Country of production: France Right hand drive. Body in excellent condition, but rust in the footwells The vehicle is in Bangkok, Thailand. Asking price: US\$5,000. Any questions, e-mail Fabrice@iprights.com [30/01]

SPARE

PARTS

FUND

MEMBERS

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

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

FOR SALE**1983 VISA GTi**

This car is reluctantly for sale after providing me with 14 years of pleasure. This is the only example of a Visa GTi in Australia and has been carefully maintained by a Citroën specialist, with no expense spared. 1,580cc, 105bhp, all the fun of a Peugeot 205 without the handling negatives. FAC 571. \$15,000. Phone Leigh Miles [03] 9888 7506 to discuss this vehicle.

**1969 MODEL D74A**

Engine: 0663006433, chassis: 3907074 Registered until October 2006. Serviced regularly. Mechanically AI Must sell \$5,000. Phone David 04 1297 3996. [30/01]

CX 2200 ENGINE

Richard Sebarton, who died recently, had a motor out of a CX2200. His son Paul is going to dump it if no-one takes it. Phone him 04 1223 2624. [30/01]

**1991 AX GTi**

4 door hatch, 5spd gearbox, central locking, electric windows & great air conditioning. 12 months registration and RWC. VIN: VF 7ZA DEOOOO DEOO94. \$4000 neg. Phone: 04 1482 0631 [30/01]

1998 XANTIA EXCLUSIVE

Citroën Xantia 'Exclusive' Hatch OYV870 [Vic] 1998. Silver grey, auto, A/C, up-graded sound, 6 stack CD, reverse parking sensor, tow bar [light work only], 'goodies'. Near-new tyres, no bingles, excellent condition. Regular Citroën service, full service record. Registered to 19/06/06, 169k km on clock, professional use, majority on country highways, treated well. \$12,400

Top to bottom: 1969 D74A Ph: 04 1297 3996 \$5,000, 1991 AX GTi Ph: 04 1482 0631, \$4,000 and 1986 Méhari Ph: 04 3869 8840 \$9,500.

ONO. Contact: Bill Graham [03] 9786 2710 [30/01]

1986 CITROËN MEHARI

Rare opportunity: Hoggar Beige ABS body in very good condition, 602cc standard engine and gear box. Technically everything is the same as a standard 2CV or Dyane so no problems with parts or servicing. Full Queensland registration [SIX02] right hand drive. Includes full standard roof/door screens plus additional 'pickup' style roof and rear cover. Fitted with Michelin 135 x15 'XMS 100' mud and snow tyres. 2 spare XMS100 tyres + 1 standard 135x15. Very sound reliable runner, in daily use. For sale by original owner. Call Anne 04 3869 8840. Offers around \$9,500. [29/08]

WORKSHOP MANUALS

Two early Citroën repair manuals each in two parts: repair description and diagrams. The manuals are reported to be in good condition with only colour fade of the hard covers:

- 1 x 1938 12 & 15 CV [Traction] – red cover
 - 1 x early '50s 2CV – green cover
- \$120 the pair plus postage from Qld. Phone David 07 5465 8657 [29/08]

1960 ID 19

1960 ID 19 in good restored condition, Reg: PZJ 319. \$7,500 ono. Phone Andrew [03] 9486 4221; mob 04 2722 0249 [29/08]

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 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]

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]