

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR  
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**

*Australia's National Citroën Car Club*

AUTUMN '06 VOL 30 No 2

**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)

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**COVER IMAGE**

The cover image is taken from the Traction Avant Nederland calendar and depicts Place Carnot, at Mamers, in Pays de la Loire, France.

**MEMBERSHIP**

Annual Membership is \$40. For overseas membership add \$12.

**MEETINGS**

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

**LIFE MEMBERS**

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

**CONTRIBUTORS**

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

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, June 16.

**COMMITTEE**

**PRESIDENT —** Andrea Fisher  
[03] 9874 1960 [H]  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

**SECRETARY —** Ian Sperling  
[03] 9874 1960 [H]  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

**TREASURER —** Clare Hadaway  
[03]  
[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

**ACTIVITIES COORDINATOR —** Leigh Miles  
[03] 9888 7506  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

**SPARE PARTS OFFICER —** Rob Little  
[03] 5823 1397 [H]  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

**PUBLICATION EDITOR —** Leigh Miles  
[03] 9888 7506 [H]  
[editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

**COMMITTEE PERSONS —** Rod Ward  
04 1330 2567 [M]  
Andrew McDougall  
[03] 9486 4221 [H]

**SUPPORT**

**WEB WALLAH —** Jeff Pamplin  
[03] 9523 0210 [H]  
[webwallah@citroenclassic.org.au](mailto:webwallah@citroenclassic.org.au)

**MEMBERSHIP SECRETARY —** Mark McKibbin  
[03] 9523 0210 [H]  
[webwallah@citroenclassic.org.au](mailto:webwallah@citroenclassic.org.au)

**AOMC LIAISON OFFICERS —**  
Ted Cross [03] 9819 2208 [H]  
Russell Wade [03] 9570 3486 [H]

**CLUB PERMIT & SAFETY OFFICERS —**  
Russell Wade [03] 9570 3486 [H]  
Peter Boyle [03] 9470 8080 [H]  
Mel Carey [03] 9419 4537 [H&B]

**LIBRARIAN —** Leigh Miles [details above]

**CLUB SHOP —** Graham Barton  
[03] 5987 0767 [H] 04 1810 0992 [M]  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**ICCR REPRESENTATIVE —**  
Ted Cross [03] 9819 2208 [H]

**STATE ACTIVITY CO-ORDINATORS —**  
ACT Mike Neil  
[02] 6254 1040 [H] 04 1821 1278 [M]  
NSW Bert Houtepen  
[02] 9746 9920

**PUBLIC OFFICER —** Peter Boyle  
[03] 9470 8080

**CITROËNING****CH PLATES**

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. 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 Safety Officers for advice regarding getting your car on the road, and keeping it going.

**FOR SPARE PARTS & TOOLS**

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

**CLUB SHOP**

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

**OTHER CLUBS?**

VIC: [www.citcardclubvic.org.au](http://www.citcardclubvic.org.au)  
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[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)



I am really pleased to report that my request for articles for 'Front Drive' in the last edition has resulted in a great out-pouring of material. The result is that I have not been

## ED SED

able to fit everything into this edition I had planned. Held over is Andrea Fisher's feature on Citroën in Dubbo, the event report on the day run to Yering and Roundstone Wineries and some interesting DS material from Keith James, in Maitland.

However, I am still 'light on' for 'Member's Model' features.

So, what's in this edition? A bit of a 2CV focus: Mark Ebery has written about 'Bluebelle', his 2CV and complemented that with a Toy A-Traction and an article on the 2CV in print. Despite being the custodian of the Club's library, I had not realised how many books there are on A-series cars.

The library has even more books on the A-series than Mark lists – and remember the library is there for all members to use. If you have a special interest, or want to borrow a book contact the Librarian. Even if you are not in Melbourne, books can be sent by post to any Australian address. [Unfortunately, postage costs must be borne by the borrower.]

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Roger Brundle's excellent first-hand experience of the DS 50th Anniversary celebrations in Paris, along with some excellent pictures is on page 12.

Bernie Hadaway provides some technical tips on repairing Traction door handles that have minds of their own on page 40.

Relentless,  
Leigh F Miles – Editor



The new club year is now in full swing.

The AGM resulted in a few changes to the committee. Mark McKibbin continues to handle the Membership Secretary role, but Ian Sperling will do the

rest of the Secretary's job. Leigh Miles has stepped down from active involvement in the Activity Officer role, but will continue to oversee/co-ordinate the event schedule. The individual events will be run by the committee members in addition to our existing jobs; there is plenty of space for club members to play a part in this too [or, indeed, to do the co-ordination]. Your input would be welcome.

Just a reminder to use the club's convenient generic contact points [PO Box for ALL mail, and the role-specific email addresses] when contacting the club. This was set up to be of assistance to members and to ease the workload of the committee, but we keep hearing of items being sent to the wrong address. Please help us to help you!

The motion for the changes to the Constitution was passed unanimously. As previously mentioned however there will be a further review of other matters that were not included last time. We will of course be in touch with those who have made suggestions, to include them in the process, but if anyone else has ideas, please get in touch with

me promptly so we can get it all sorted and move on.

OzTraction is being hosted by the club over the June Queen's Birthday long weekend. While the Capricorn

## PREZ SEZ

Motel has now opened its books the take reservations from non-club people, there are still rooms available. If you have booked your accommodation, but not yet sent your booking form to the club's PO Box, please do so soon. Leigh Miles and Sue Bryant have promised us a great weekend and it would be a great shame if you missed out.

On a more serious note, long-time club member Roger Brundle has recently undergone surgery. The committee, and everyone in the club [I am sure] joins me in wishing him a speedy recovery.

Andrea Fisher



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

## A-TRACTIONS

### ● MAY

#### MONTHLY MEETING: TALKING TECHNICALLY – BERNIE HADAWAY & DOOR HANDLES

WHEN: Wednesday, May 24  
TIME: 8.00pm  
WHERE: Canterbury Sports  
Ground Pavilion, cnr Chatham  
& Guildford Rds., Canterbury  
COST: Free  
BOOKING: Not required  
CONTACT: Bernie Hadaway,  
[03] 9598 6888  
treasurer@citroenclassic.org.au

Tonight Bernie Hadaway will demystify Traction doorhandles. You thought you knew all there was to know about them, didn't you? No way! In this edition of 'Front Drive' he has written about Traction front door handles with minds of their own and next edition will see rear doors explained. But, tonight you can see it all first-hand.. Come along and hear from a true expert. Supper? Of course.



#### 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

#### OZ-TRACTION – 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

Have you booked for OzTraction '06 yet? More importantly, have you booked your accommodation with

our preferred Motel, the Capricorn? Our specially reserved booking window with the Capricorn has closed, but there are rooms available still.

Have you booked your accommodation, but not yet confirmed with the Club that you will be attending? If that is the case, please get your forms [with payment] into us as soon as possible. Bookings for OzTraction '06 close on May 26.

What's Included?

Friday Night: Light Supper – grab some dinner in Yarrawonga, or stop on your way to the event, and then join us.

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 and Byraminne homestead, with afternoon tea – opening exclusively for CCOCA and 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 and visit and wine tasting at Monichino Wines, visit

## A-TRACTIONS

International Model Car Museum – opening exclusively for CCOCA and formal dinner at the Mulwala Services Club.

Monday: Farewell breakfast at the Mulwala Services Club.

In case you have lost your booking form, we have included another copy with this issue of 'Front Drive', and don't forget you can download one from the web site as well. Just go to [www.citroenclassic.org.au](http://www.citroenclassic.org.au) – and it is on the front page!

## MONTHLY MEETING LANCE DIXON'S MOTOR SHOW

WHEN: Wednesday, June 28

TIME: 6.30pm

WHERE: Lance Dixon's

Citroën Showroom,  
561 - 573 Doncaster Rd.,  
Doncaster. Melway 47, CI

COST: Gold coin donation to the  
hosting Club and 'Cheap Eats'

BOOKING: Not required

CONTACT: Leigh Miles,

[03] 9888 7506,  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Last year we got together  
with members of the Alfa  
Romeo, Land Rover,



Motafrenz and SAAB car clubs to visit Lance Dixon's extensive showrooms in Doncaster. And are doing it again! New models on show include the Land Rover Discovery 3, the Citroën C4 diesel and maybe the C6. Come along and take this opportunity for a relaxed, informative and in-depth demonstration of some of the world's finest cars, supplied by of Melbourne's premier dealers. Afterwards we will sample a local 'cheap eats' and dream about our new Citroën's.

## ● JULY

## DAY RUN: GEELONG & FORD DISCOVERY CENTRE & NATIONAL WOOL MUSEUM



WHEN: Sunday, July 9

LEAVE: 10:30am

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

TO: Ford Discovery Centre,  
Brougham St., Geelong.  
Melway 40I, G2

COST: Admissions and lunch

ROADS: Bitumen all the way

BOOKING: Essential by June 30

CONTACT: Leigh Miles

[03] 9888 7506

[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)



Our first stop in Geelong is the Ford Discovery Centre. This is a rather fine interactive museum which gives us the chance to see how cars are designed, engineered and built. Waterfront Geelong is just across the street where we will enjoy lunch at the Wharf Shed Café – all day dining by the Bay at affordable prices. After lunch we will walk one block to view the National Wool Museum, housed in an historic bluestone building. Then, for those with energy remaining we will travel to a National Trust property: Barwon Grange – an elegant 1855 home overlooking the Barwon River, filled with antique furniture and objects.

## BASTILLE DAY CELEBRATIONS AT DOOKIE!

WHEN: Sunday, July 16

TIME: 12.00pm

WHERE: Dookie Agricultural  
College

COST: Costing to be confirmed

BOOKING: Essential by July 7

CONTACT: Rob Little

[03] 5823 1397 [H]

[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

This is the sixth year of this event and the relocation to Dookie College means we can now accept more people. If you are interested in attending ring Rob Little on [03] 5823 1397 for further details. This is an opportunity to visit Dookie campus, a division of the University of Melbourne and sample the re-emerging wines of the area. Assistance with overnight accommodation can be provided if you decide to make a weekend of it.

This is a three  
course luncheon,  
with entertain-  
ment provided by  
local enthusiasts,  
with lots of  
participation



from the audience.

If you are interested in an early start, you can join Rob and Libby for a coffee and croissant at their place from 10am.

## A-TRACTIONS

### MONTHLY MEETING GUEST SPEAKER : LEATHER – MORE THAN JUST OLD COWS

LEFFLER  MATHEW LEATHER

WHEN: Wednesday, July 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

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### ● AUGUST DAY RUN: ACHERON W A Y

WHEN: Sunday, August 6

LEAVE: 10:30am

FROM: Opposite Ringwood Lake,  
Maroondah Hwy  
Ringwood.  
Melway 49 J8

TO: The Acheron Way, between  
Marysville and Warburton

COST: Free

BRING: Picnic lunch, chairs,  
sunscreen

ROADS: Bitumen and well  
maintained gravel

BOOKING: Essential by  
Friday July 28

CONTACT: TBC

Leigh Miles' personal view: The Acheron Way is one of the most delightful roads in Victoria. Oh, it does not have the reputation of The Great Ocean Rd or The Grand Ridge Rd, but it is superb. Come along and experience it for yourself. NOTE: Considerable parts of this trip are on well-maintained gravel.

### MONTHLY MEETING: GUEST SPEAKER – BODIES AT GMH

WHEN: Wednesday, August 23

TIME: 8.00pm

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

COST: Free

BOOKING: Not required

CONTACT: Clare Hadaway,  
[03] 9598 6888,  
treasurer@citroenclassic.org.au

Full details next edition, but we hope to be joined by some people who have been involved in the body design side of GMH for some years.

### ● SEPTEMBER

### SHEPPARTON SWAP MEET

WHEN: September 9 and 10

Full details in the next edition of 'Front Drive'.





10am Thursday 6 October 2005: very foggy, a beautiful park 25km south-west of Paris central, walking. What should appear through the mist? It is But-

as far as the eye can see. It is difficult to comprehend just how many were there, all varieties. Can you imagine, say 10 suburban shopping centre car parks full of Dees?

## 50ANS — CITROËN DS

tercup, Tamworth's Bob Dircks '57 DSI9. A quick greeting, Bob's girls slide over and off we go to the greatest-ever Citroën event. What a way to arrive at DS Jubilee 2005. Quelle style. But style was largely what this event was all about. The tent to hold the Saturday dinner is the largest in Europe and can accommodate 5,000 guests. For the Jubilee it was configured for 4,000 noisy DS fans who yelled and caroused the night away.

*Michelin tyre test 'monstre' with Buttercup behind.*

Back in the car parks, things were quieter but no less interesting. Dees

as far as the eye can see. It is difficult to comprehend just how many were there, all varieties. Can you imagine, say 10 suburban shopping centre car parks full of Dees? The event ran from 6-9 October, the timing coinciding with the release, 50years ago, of the Deesse to an amazed Parisian public at the 1955 Paris motor show. On that first day, Thursday 6 October 1955, over 12,000 orders were taken and the waiting list ballooned to over 15months. The location of the jubilee event was at Saint-Quentin-en-Yvelines, which is about as far as you can get in Paris to Charles de Gaulle airport. Our total travel time from home in Castlemaine to the hotel in St-Quentin was around 35hours!

The event ran from 6-9 October, the timing

The St-Quentin location does have a lot of DS history – the lake was where the famous 'DS on 4 orange balls' photo shoot was done. The organizers went to great trouble to recreate this image. Also brilliantly recreated was the '55 show rotating DS and circular dais – a beautifully restored 1956 DSI9 in champagne and aubergine lacking only white-wall tyres to look authentic. The dais was surrounded by a mouth-watering selection of special interest Dees, and in one corner of the tent, Oliver de Serres was signing copies of his latest book. Was this heaven?

Citroën provided a number of display cars, both historic and contemporary, but they did not seem to have had their heart in it. No pro-

totypes or early factory cars; although it was wonderful to see in the metal the '72 Portuguese rally coupe, and the fearsome red and yellow SM prototype. There was a WRC promo car with Loeb's name on it, and a C2 rally car, together with examples of Citroën's current line-up. This included a mean-looking black on black C6 which really attracted the punters. Lots of pixels got excited over this baby.

There was, of course, the bizarre. Visitors to the event space were immediately confronted by the 10wheel Michelin tyre test 'monstre' from the '70s. 7metres long, 2.5metres wide, 2 Chevy V8s stuffed in the back, all based on a Dee platform. Only the French. Then there was the third-nose Dee covered in

*Bob Dircks' Buttercup*



animal fur with a tri-colour strip down the middle, and a wild black voodoo hearse from [I think] Senegal.

Back to the real world, aka as the

## 50ANS — CITROËN DS

car park, I was smitten by a restored early DSI9. I have been restoring cars part-time all my adult life, and I have yet to see a better Dee restoration than this. Blue with an au-bergine roof and Marshall driving lights, it was absolutely superb. There was also a single headlight 2door coupe in French blue with a roll cage and Lucas tail lights, and a

early Prestige with the dividing panel... oh, it just went on and on.

I felt that the trade exhibitions left a lot to be desired. There was some comment around that the organisers had wanted such high rents that the regulars stayed away. Dunno, but people like Jean Blondeau had big stands. I did hear a comment from a well-known ex-pat Aussie that Blondeau has bought up much of the parts in France to the extent that there were now slim pickings at regional meets. On a positive note Blondeau advised that they would



be able to supply new DS door seals 'in about a month'.

The memorabilia stand was hilarious, pure Monty Python. We finally managed to purchase a model and a



Above: Part of the Cite des Sciences et de l'industrie exhibit. Below: Recreation of the 1955 Paris Salon.



umbrella after much debate, scribbling on scraps of paper, and laughter. However, they were moving a lot of merchandise despite the ineptitude.

## 50ANS — CITROËN DS

Then there was the well-known UK concours specialist polishing the life out of his immaculate D Special. OK, but why spend your life on a D Special? On the other hand, it would seem that every Chapron decap produced [and a few more besides] were in attendance.

Onto the Saturday night banquet. Fay and I figured that the food was likely to be a disaster with that many people to be catered for so we had a big lunch. At the appointed time of 6.30pm the

*The Saturday night banquet.*



crowd gathered outside the big tent and an Aussie contingent was assembled by mobile phone, flag flying and yelling. The evening was memorable for the length of

time to get some food [one and one half hours],

the unintelligible speeches, and the laughable can-can dance routine at the end. Fay was convinced that the tent was sagging, which it probably was due to the heat of 4,000 inmates. Oh, well. Buttercup Bob was generous in giving us a lift back to our hotel.

On the Sunday we moved hotels to central Paris, and walked to the Arc de Triomphe to see the parade. We had opted to watch the parade rather than cadge a lift, and it was unbelievable. Dees two abreast, klaxons blaring, waved on

by the police, and it went on for over two hours! The wonderful thing was that everybody was having a good time; there were smiles all around. Craig and Debra Keller from the NSW club had arranged a photo shoot at the Eiffel Tower, so we headed off to Trocadero to join in on the fun. The weather was glorious and it was great to be gathered around Bob's car with a bunch of Aussie enthusiasts.

We stayed on a further week in Paris doing all the things that tourists do — the Louvre, boating on the Seine, Montmartre and so on. We visited the DS tribute display at the fantastic Cite des Sciences et de l'Industrie, the highlight of which was the orange 2 door SM engined rally car that Waldegaard drove in the winter Chamonix rally of 1972.

After a [very] brief visit to the UK to have lunch with friends,

we flew out to Tokyo to see my daughter who is teaching English to Japanese pre-schoolers, and to catch up with Mark Navin. Older members will recall Mark as the original Secretary of the Classic Register and, in many ways can be regarded as the 'father' of CCOCA. He now runs an IT business in Tokyo and we enjoyed a week staying with him recounting old times, 'do you remember so-and-so?', 'whatever happened to what-was-his-name?'

We flew home to find that the grass was 3feet high [not entirely unexpected], and we seem to have been cutting it ever since.

Roger Brundle

*The Aussies. Fay and Roger on the right sandwiching Gerry Freed. Photo courtesy of CCC of NSW and Pierre Chancy of DS/ID de France.*



Cars were very much part of my family's background in England, and I certainly developed an early passion for all things to do with motoring. It is

Rootes Group in Coventry, and many others. And I remember spotting various prototypes being tested on local roads, including the Austin A40 and the Rover 3-litre.

## MEMBER'S MODEL

therefore not surprising that I am told that the first word I could say was 'car' – the only downside to this anecdote related to my embarrassment on so many occasions by my mother, is that 'car' was the *only* word I ever spoke for several years.

But cars were definitely in the blood, for good or ill. I have dozens of photos of various members of the family proudly showing off their current steeds. Photos, for example, of my grandfather in the inter-war years standing next to various strange-looking vehicles: a Swift 10 in about 1920; a Calthorpe of some kind; a Singer Junior in the early 1930s.

Then came a succession of more powerful vehicles: a couple of Armstrong-Siddeleys, and, most remarkably, a racy-looking SS Jaguar in 1938. Having moved from London to the West Midlands, my early childhood was spent in the heart of the English motor industry. We lived close to one of the Riley brothers, and my father owned one of the beautiful 1½-litre models. I remember many of the old car plants: Austin's at Longbridge, the Jaguar works, the

rather an abrupt end, though, when the radiator of my father's awkwardly-styled Armstrong-Siddeley 234 split somewhere in Austria, resulting in him being passed by various far more dashing-looking continental cars. This event, on top of various problems with such varied cars as a Sunbeam Rapier, a Vanden Plas Princess and [oh dear] an Austin-Nash Metropolitan, left my father not best pleased and he turned to buying *foreign* cars [a pretty unusual thing to do in 1950s England]. The decision to do so was helped by a friend's Slough-built Citroën Light 15, a revelation in its comfort and road holding, as well as the sight of all the European makes on holidays and during working visits to France, Belgium and Germany.

I have to admit in this Citroën journal that my parent's ownership of French cars sided with the opposition: Renault [the 4, several 5s, a 16 and a Fuego] and Peugeot [a 104 and a 304]. One great French [well, French-American] car that certainly sticks in my memory was a Facel-Vega HK500. Unfortunately, it was not owned by my father, but by a friend of his. Still, at least I man-

Our affinity with English cars came to

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aged to get a few rides in it. How I wished my father would get one – alas, they were ruinously expensive [about £5,000 at a time when a E-Type was just over £2,000], and

though looking back it certainly had a hard and difficult life with me. Like racing an unmarked [as it rather unfairly turned out to be] police car through central London 'by mistake, sir'; like forgetting to replace the oil filler cap, resulting

in oil being sprayed all over the engine and my having to tear off the oil-drenched sound-deadening material glued to the underneath of the bonnet; like driving it across a heavily ploughed field [what must I have been doing?], only to come to a rather sudden halt with all four wheels in the air.

Coming to Australia in the late-1970s: no small Citroëns to be seen – and amazingly expensive second-hand car prices. So my first car here was a very battered locally made VW Beetle, followed by Renault 16s, then a Subaru, a Holden and so on. But Citroëns were always in the back of my mind. A visit to France a few years ago reignited interest in the small Citroëns – though it is plain that there are not many 2CVs to be seen on the roads there these days, except in country areas. Joining CCOCA, I soon found a 1980 Deuche for sale. After making some enquiries, 'Bluebelle' arrived in Canberra having crossed the Nullarbor [on the back of a truck] from her previous home in Perth.

So what was she like, this dust-encrusted small car? Blowing the

Nullarbor off her, I found she had an immaculate paint job: a respray in French blue-grey to match the original colour. She had the 'grands phares rectangulaires', instead of the small round headlights [rectangular lights had first been fitted to some 2CV models in 1974]. On the boot lid, a 'Citroën' badge from a Traction Avant had been whimsically riveted on, to add a dash of style, and at the base of each wing panel was a very retro-looking aluminium splash-guard. These are called 'sabots d'ailes' in French, were made by an accessory manufacturer called Robri in the 1950s, and undoubtedly look just right on Bluebelle!

First hurdle of ownership here was getting Bluebelle through the tough

ACT Warrant of Fitness. Mmmm – the inspectors [three of them] were not too happy. A series of strange and alarming – sounding questions arose as they sceptically looked around what was obviously a very peculiar car to them: is the car fitted with rear child seat restraint bolts? [No, but you can carry a basket of eggs across a ploughed field without breaking any.] Why aren't the front seats fitted with head restraints in case of whiplash? [Um, er. Whiplash? I'm afraid this car doesn't have sufficient acceleration to give you whiplash.] Why hasn't the car been fitted with side impact bars? [this last left me speechless whilst I had visions of having to totally rebuild Bluebelle to include

## MEMBER'S MODEL

good sense prevailed!

My own earliest motoring was in various friends' Austins, Hillmans and Triumphs. But I was converted to Citroëns when, hitchhiking across France, I was given a lift by someone in an Ami 6. I loved its quirky appearance, and after an hour or so on the road, was allowed to drive it: what a great car! Unique steering wheel, great comfort, everything different! A year or so later and after much saving up, I was able to buy my first car for about £500: a secondhand 1970 Dyane 6. How I loved that car! Its comfort and carrying capacity were phenomenal [I remember moving a friend's goods & chattels from one bed-sitter to another – the Dyane was completely filled with packing cases, a mattress, ironing board, books, kitchen equipment, clothes, etc. So much stuff that the roof was rolled back to allow more things to be crammed in. As more and more weight was added, so the rear bumper came closer to the ground. Getting in to drive off, the bonnet seemed to point skyward – but the car coped gamely, and did not seem to suffer. That Dyane gave great service,



some form of armour plating device; with a 602cc engine, I dreaded to think what her top speed might then be reduced to]. In the end, I agreed to welding onto the rear

handle. But what eez zis? Ah, zut alors! Ze handle, it revolves – until one inserts the clef, of course. Clever.

Seating, in my GS seats, is comfortable in the front, and not bad even for adults in the back. [No, I have not actually ever sat in the back, but it *looks* OK.] I am told though, that modern 2CV seats are not nearly as comfortable as the hammock and elastic band contraptions of the early models.

Now the instruments. Mmmm: an admitted ergonomic nightmare, the designer obviously enjoying a bottle or two of vin rouge at the time. What is that funny, wheeled knob down there waiting to spring forward to cause a severe blow on the knee? Yes, it is the headlight adjustment control; what is this other strange-looking wheeled device below the windscreen? Ah, the control for the ventilator running the width of the car: instant air-con! There is also a heating control somewhere nearby, optimistically provided with little blue and red markings. This device makes rather a pusillanimous attempt at providing heat, at least in Bluebelle's case. And there over on the left is an ash-tray, placed so that the driver can give his or her passenger a full belt of passive Gauloises smoke.

More air-con required? Open the side-window. Simple task? Beauti-

fully worked out on the little Citroëns. In the Dyane you had to pull out a little plastic catch, then slide a pane of glass back allowing half the window to be opened. On the 2CV, again half the window opens, this time from the centre, the raised glass flap held in place by a plastic bung, spring and catch. Obviously Monsieur Guillotine was employed at some stage by Citroën; releasing the catch whilst leaving fingers on the window ledge results in the sudden fall of the blade – in this case a surprisingly heavy metal-edged pain of glass. Result: passers-by hear an audible shout of rage. Still, you only

leave your fingers on the window ledge once...

Total and complete air-con required? Release the two [very stiff] locking levers just above the windscreen and unhook the plastic [sailing cloth on Bluebelle] roof. This can be opened halfway [‘Coupe De Ville’- style, ahem] or fully rolled back [‘Cabriolet’-style], after removing a pivoting frame that holds things taut when the roof is normally in place. The two plastic securing straps in the rear of the car and the tiny press studs look totally and completely useless for securing anything, let alone a rolled up plas-

## MEMBER'S MODEL

floor a couple of bolts to hold [non-existent] child safety harnesses. And I managed to find two front seats out of a derelict GS that were fitted with head restraints and which, praise be to all Citroën designers, could be fitted into Bluebelle without any trouble. I ‘forgot’ about the side impact bars – and on my third visit to the testing station, they were not mentioned. [I was failed on my second visit because the inspectors did not like the ‘dazzle’ from the headlights, ordering me to fit different headlight lenses. Presumably the originals had been deemed quite OK in Perth. Still, I did as requested – new lenses coming from Citromotors in Melbourne within about a week.] Third visit to the testing station, and – huge relief – a Warrant of Fitness was granted at last.

Now officially permitted to drive Bluebelle throughout the length and breadth of the ACT, and even across its borders, I was able to relax and start enjoying all the quirky but eminently sensible features of the car.

First things first: getting into the car. Observe the deftly-designed door





## MEMBER'S MODEL





tic roof – but they do work. There are a couple of 2CV roof-related matters that need to be kept in mind at all costs, however:

If you roll the roof back completely,

## MEMBER'S MODEL

do not leave the pivoting frame unsecured [secure it by means of the locking levers mentioned earlier]. Our old friend Monsieur Guillotine has been at it again: an unsecured pivoting frame, and – pouf!, down she swings, and it's off wiz ze 'ead;

Perhaps I should have said that the securing straps *normally* work, or work when *they* feel like it – sometimes they do not. If they are in an uncooperative mood, then it's – pouf! And out streams a length of roof, still attached to the rear of the car, but trailing back in the air – most attractive and a unique automotive experience somewhat akin to sailing, no doubt, but not good for peace of mind/the nerves of any passengers in the rear/the nerves of any drivers who happen to be following.

Now start the car by turning the key. I would say the car starts first time every time – and this is true if starting from cold. [Use the choke if necessary.] In my experience, even if the engine has not been fired up for quite a while, it still starts like clockwork. Brilliant. Pas de problème. Try starting when the engine is hot, though, especially on

a warm day, and a little patience is required. It is just that the petrol tends to evaporate quickly in the carburettor. There is a characteristic whirr and whine that used to be heard in every French town and village. A mild curse, but

no more, is allowed at this point: Bluebelle is doing her best. Keep on turning the key; turn the eyes heavenwards – and the engine bursts into life, eventually. Talking of petrol: no problem with local unleaded, though I give Bluebelle a treat perhaps once a month or so with some higher octane fuel.

Engage gear. Observe the push-pull gearstick: how neat and sensible [though, yes, engaging reverse gear is accomplished by pushing the gearlever *forwards*]. But the gearstick itself has many functions apart from simply changing gear. Changing gear is merely a minor role, for the gearstick is located in such a very useful place. It becomes the obvious location to hang shopping bags, dog leads, umbrellas, etc.: the 2CV gearstick is in fact a multi-purpose car interior organiser.

Release the handbrake. But zut alors, encore! It *refuses* to be released. Another quirky little feature is now revealed; the little plastic button at the top of the handbrake handle. Ah, it has to be turned out of its locking position before the handbrake can be disengaged.

Mastered that? Rev up a little, and off we go. My, we are a little slow – do not worry, rev harder, use that gearbox [you soon get the hang of the other purpose of the multi-purpose car interior organiser] – and with just one person aboard, maybe even with two, it is amazing how quickly you can go! In fact, now we are passing things – our fabulous suspension and terrific roadholding means we can pass lots of more powerful vehicles; certainly give them a fright, anyway! Some corrugations on the road? No problem at all [unless the corrugations run at a certain angle: then they can catch the unique suspension out, and the car tends to skitter a bit]. Steering is positive, but certainly a bit on the heavy side, the age of the front wheel drive design being the cause. In traffic, we can putter along

at crawling speed without stalling, the heavy flywheel keeping everything ticking over nicely. The car is surprisingly stable despite its light weight – certainly crosswinds do not seem to bother it as badly as, in my experience, they do the much heavier VW Beetle.

Driving the 2CV puts pleasure and fun back into motoring. Sure, it is a bit noisy, certainly slow compared with modern cars. But driving a 2CV is all about having to think ahead to keep up with modern driving, double de-clutching, driving as carefully and smoothly as possible.

So, there you have it: bags of charm, tons of fun, unique. Who needs a modern Multi-Purpose Vehicle [loathsome term], when there is the Deux Chevaux?

Mark Ebery





Millions of words must have been written about the Deux Chevaux over the years, and there is a plethora of books and magazines devoted to the

lar volumes on recent classic cars [the series includes a book on the DS]. The author commences with an overview of Andre Citroën's career, then moves to look at the genesis of the 2CV under the great Managing Director

brought in by the Michelin family after the company founder had lost control, Pierre Boulanger. In a chapter entitled *The Car Described*, White reproduces an article that first appeared in the magazine *Automobile Engineer* in 1954. This includes a highly detailed account of the engine, bodywork, transmission, steering, chassis and suspension. The writing appears a little

## 2CV IN PRINT

car. What follows is a summary of those I have found most useful and/or enjoyable.

In English, probably the most comprehensive book is called *Citroën 2CV The Complete Story*, by Matt White. Published in 1999 by the Crowood

Press, it is one in a long range of simi-



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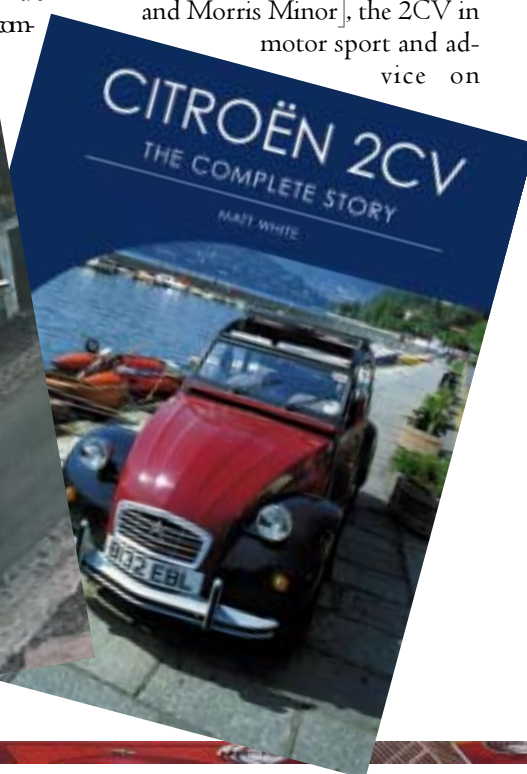
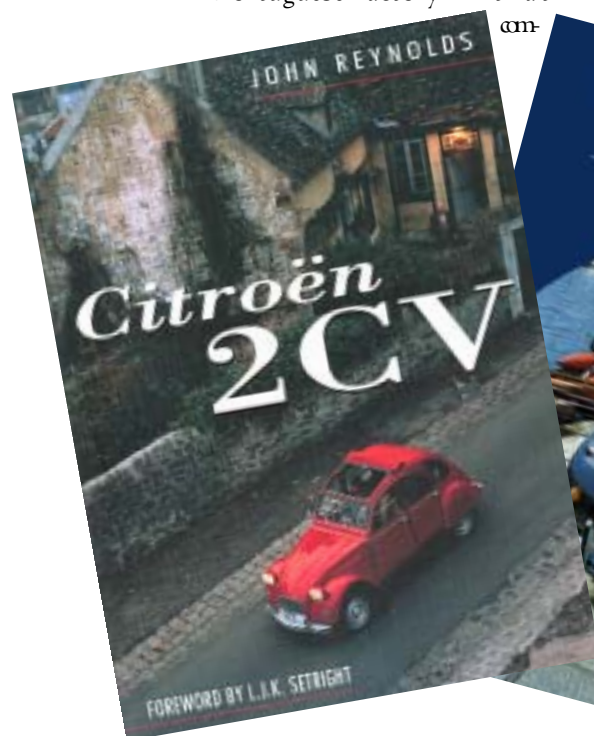
dated, and of course over the years various components have been revised. But overall, the item is a classic of clear and concise prose, and deserved to be reproduced. White's

## 2CV IN PRINT

chapter entitled *The 2CV in Production* commences with the observation of how the little car met with considerable hostility during its debut at the 1948 Paris Salon. Its quirky styling and unusual features took a while to catch on, even in France. There is a sequence of photographs, apparently all taken at the Portuguese factory that

commenced production in the late 1970s, showing 2CVs being assembled there. The book's comprehensiveness is shown by its inclusion of a chapter on derivatives of the 2CV — the Ami range, the Dyane, Mehari, Sahara 4x4,

the small vans, and the cars designed for specific overseas markets such as the Citronetta pick-up, made in Chile. Being an English book, there is a chapter devoted to the 2CVs built at the Slough factory, and there are final sections on media commentary to the car, rivals [the VW Beetle, Renault 4, Panhard Dyna and Morris Minor], the 2CV in motor sport and advice on



owning a Deux Chevaux today. The book is liberally illustrated with first-rate photographs [including a colour section], most of which appear for the first time here. Highly recommended, English price of £19.95. [The Club library recently acquired this book, so you can borrow it. It can be bought in Australia, where the current price is ~\$55. Editor.]

Even better illustrated, and with a highly detailed text — though more in the nature of a catalogue in contrast to White's book — is *La Citroën 2CV de mon pere*, by Antoine Demetz. [Published by ETAI, 1998; the 'de mon pere' series includes books on many popular French cars of the 1950s and '60s.] The huge number of illustrations commences with a look at the pre-war prototypes and includes a sequence of drawings in colour that would have formed part of a catalogue for the car which might well have reached production in about 1940 had war not intervened and halted development. Following a look at the cars first offered to the public in early 1950 [Demetz reveals that Citroën carefully chose the recipients of the first batch of 1,086 cars: 88 went to farmers; 85 to insurance agents; 52 to priests, and so on — all to the types of people who would drive long distances and who, presumably, would act as a corps of test drivers], we have a complete description, year-by-year

[even month-by-month!] of all the modifications and new models that appeared up to the cessation of production in 1990. Chassis numbers, paint schemes, prices in France: it is all there — and it adds up not only to a complete background of the car, but also to a fascinating piece of social history. This is a book for dipping into time and time again — after identifying your own 2CV, of course! Again, highly recommended. Still available from specialist bookshops; prices asked vary, but are on the expensive side.

Two books that are albums of photographs of 2CVs: these act to whet the appetite before purchase of the real thing! These are *Citroën 2CV* by David Jacobs [Osprey, 1989], and *Citroën 2CV The Family Album* by Andrea and David Sparrow [Veloce Publishing, 1993]. Both carry a great range of colour photos, and both include 2CVs in settings from rural France to trendy Chelsea, as well as shots of unusual models. Both are good fun; if I had to choose one over the other it would be the *The Family Album*: a useful short text introduces each chapter of photos and its range of pictures is more comprehensive.

The simplicity of the 2CV lends itself to home maintenance, but the car's unique features mean that it is essential to know exactly what you are doing. Two books are highly recommended: the *Citroën 2-cyl 1967 to 1988 Owners Workshop Manual*



in the well-known series by Haynes, and the recently published *How to restore Citroën 2CV*, published by Veloce. The Haynes manual notes that it covers all the 2CVs and

illustrated with excellent diagrams and reasonable photos [some a bit grainy, though]. The Veloce book contains much better photos [in colour and illustrating each step of

every procedure], but its soft cover binding looks

as though it would split the first time it was opened out on the workshop floor.

Once you have restored/rebuilt your 2CV, why not read a road test or two? The well known Brooklands series includes *Citroën 2CV 1948-1982*. The selection of reprints is both entertaining and informative.

## 2CV IN PRINT

Dyanes as well as all Amis [apart from the Ami Super]. The Veloce manual covers all 2CVs [from the very first] and Dyanes, including the vans [which Haynes only deals with in passing]. My copy of Haynes came with the car and had obviously been well used; I have added to its rather worn appearance. It

is sturdy, authoritative and reliable.



My favourite has to be the account dating from 1954 by the famous Bill Boddy, editor of *Motor Sport*. He has a wonderfully laconic style: 'The seats, being high, made egress a little athletic.' And 'During our test, including a strenuous two days in the Welsh hills, the only troubles experienced were a loose upholstery screw, a loose window catch, repaired in a few moments with the domestic hammer...'. A couple of reprints from our own *Wheels* magazine add an Australian flavour to the road tests.

Finally, mention should be made of the numerous French magazines designed to cater for the 2CV enthusiast. I have come across four separate titles, but there are probably more. *Planète 2CV* specialises in reports from 2CV clubs around the world, includes book reviews [a recent issue reviewed no less than 13 publications – proof that you can build up a very large library dedicated to this single type of Citroën!] and concentrates on historical aspects. *2CV Magazine* is similar but each issue includes a section on restoration/maintenance with very detailed accompanying photographs, as well as an article highlighting a specific [often scarce] type of 2CV. *Deuche & Mehari Magazine* ['Deuche' is the shortened word used in France for Deux Chevaux] covers the full range of small Citroëns, from the 2CV itself up to the Visa. This publication special-

ises in articles on specific cars that have been restored – be they standard models from the Citroën range or hotted up customised models; it also covers activities of French 2CV clubs. And finally there's *2CV Xpert*, a quarterly that focuses entirely on technical aspects of the car, with each issue carrying a number of articles on specific aspects of maintenance or restoration.

Mark Ebery



It did not take long after the launch of the real car before the first of what would become a huge number of different models of the 2CV appeared on the scene.

## Toy A-Tractions

Appropriately, it was the JRD toy firm that put the first models on sale – JRD having taken over making the model cars previously made by the Citroën factory itself. JRD's 2CV was put on sale in mid-1949 and made from tinplate. It was a very simple model, but portrayed the corrugated lines on the bonnet accurately enough. The JRD models, in around 1:25 scale [and later in the larger 1:20 scale], were available until the early 1960s and the appearance was updated in line with modifications that were made to the real car.

JRD also modelled the 2CV in a diecast version from the mid-1950s. This was to a scale of 1:42, and is of particular interest because it is one of the few models of a type of 2CV that became quite popular in France for a time. A number of ac-

cessory manufacturers were offering add-on luggage containers that altered the appearance of the rear of the car, and JRD chose to model one of these. JRD also produced a diecast model of the 2CV van or 'fourgonnette' – some versions carrying advertising, and these are now particularly scarce and sought after.

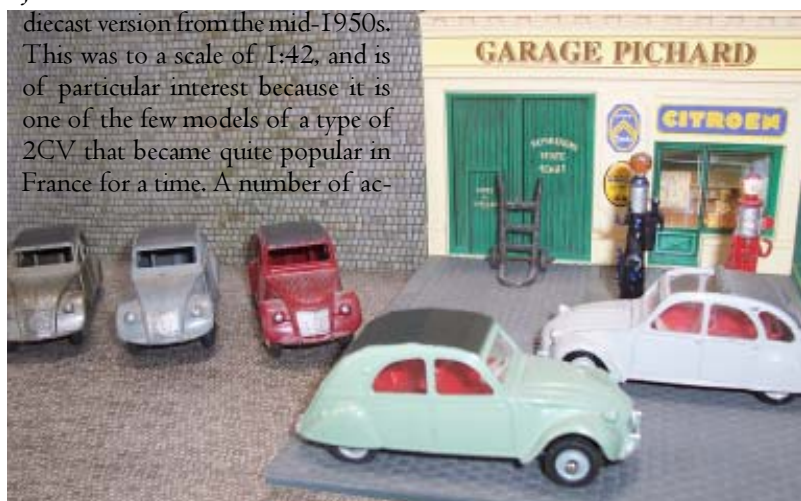
One of the highlights of the French Dinky Toys company was its highly detailed models of Citroëns at 1:43 scale and naturally enough, these included 2CVs. The first version came out in 1952 [reference number 24T], and unusually was originally sold without the normal yellow Dinky box. This is a beautifully proportioned and accurate model: Dinky's attention to detail can be seen by looking at the rear of the model. The first version has a sin-

gle rear light, whilst the later version [renumbered as No. 535] has three, just as the real car's original lighting was augmented. A further update occurred in 1962 when a completely new casting appeared, this time of the then-current 2CV that was designated as the type AZL. This Dinky model [again renumbered, this time as 558] featured windows, a detailed interior and suspension – which was not as smooth or as soft as on the real car! In 1967 Dinky brought out its final version – this time a model of the 2CV6, distinguished from its predecessor by featuring an opening bonnet, a partially rolled-back roof and the additional side windows that had first appeared on the real car two years earlier. This model was numbered 500, though some of the models that were made in Spain after the closure of the French Dinky factory were numbered 11500. These details of the French Dinky 2CV models might seem quite complicated, but in reality, it is a simplified account because there were numerous minor changes over the years to each model and to the boxes they were sold in. Incidentally, French Dinky also made an excellent model of the 2CV van, but I will leave a description of these to another article.

As a footnote to the story of 2CVs made by French Dinky Toys, it is worth mentioning that the 'Club Dinky France', which issues a regu-

lar magazine dedicated to the history of Dinky Toys, and which also sponsors models based on old Dinky diecasts, currently has a model of the four-wheel drive 2CV Sahara in its catalogue [No. CDF 28].

If the story of Dinky's 2CVs is complicated, then that of Norev's models is even more so. Again, for the moment I will leave aside looking at the dozens of versions of the 2CV van that the company has marketed over the years. Rather surprisingly, Norev was for once a bit slow off the mark in offering a model of a popular French car, waiting until 1960 before introducing its first 1:43 scale 2CV. In plastic and quite detailed, nevertheless it lacks the overall accuracy of the Dinky version. Modifications were quickly made to this toy, versions soon appearing with workable steering, a detailed interior, and from the early 1970s with the plastic models being replaced by diecast metal ones. By this time, though, Norev's 2CV was looking distinctly dated, and in 1976 a completely new casting was introduced, in diecast metal, and very similar to the contemporary Dinky model with its rolled-back roof – except that the Norev version featured rectangular headlights. This model soon appeared with various decorations applied – a sticker with 'Deux Chevaux, je t'aime' being one of them. A number of French 2CV associa-





tions have issued club editions such as a specially painted '2CV Club du Val de Loire' version.

In the early 1990s, Norev was re-positioning its products away from

## TOY A-TRACTIONS

toys to the world of high-quality models designed with the adult collector in mind. In 1991 it brought out a model of the 1939 2CV prototype, and each year since, there's been at least one new version of the 2CV: in 1992, a model of the 1939 prototype pick-up as well as six types of 2CVs from the 1950s; a year later a model of the 2CV Sahara 4x4 and of the specially-bodied rather sporty-looking 'Dagonet' 2CV of 1957. Suffice it to say that the dedicated collector of miniature 2CVs can truly build up an impressive array of models from the Norev range that features almost every version of the real thing made over the years. This includes models of the numerous special edition paint schemes that Citroën brought out in the 1970s and '80s, such as the 'Spot', the '007', the 'France 3', the 'Dolly' and, most popular of all, the

'Charleston'. In connection with the French publishing house, Hachette, Norev recently collaborated in a fortnightly part-work magazine series that offered a different model

with each number, the magazine itself building

up to a complete encyclopaedia covering the history, maintenance and every other aspect of the 2CV. It is called 'Collection 2CV', and each issue costs a reasonable •4.50. Perhaps the most novel model issued so far has been of the 'Bicéphale' which featured a couple of 2CV front-ends welded together for the fire brigade in a small town called Cogolin. The two engines, gearboxes and steering assemblies meant that the vehicle could be used with great effect in the town's mediaeval narrow streets in which a normal car could not be turned around.

Another French publishing house called Éditions Atlas has produced a similar part-work magazine featuring a history of the Citroën company, and of course models of the 2CV, also based on the Norev cast-

ings, have been featured. The same company has also produced a model of the 2CV that is featured in the Tintin strip cartoons.

The Portuguese-French company Vitesse also made numerous versions of the 2CV in 1:43 scale from 1990 to 2002 when the company went into receivership. Of particular interest, Vitesse offered models of the cars that were made in Slough in England, as well as of those made in Belgium – both types having a number of differences that set them apart from their French cousins. Early Vitesse models were made in Portugal, whilst later ones

were made in Macao and then in China. Similar models of the 2CV are currently available under the 'Eagles Race' brand; these are also made in China and represent very good value, being highly detailed and inexpensive.

Space prevents descriptions of the 2CV models from Corgi Toys, Matchbox, Majorette, Matchbox-Dinky, Solido and many other companies. Suffice it to say, there are literally hundreds of models of the 2CV to choose from, in a variety of scales and of materials: happy collecting!

Mark Ebery

✂



Jeff Pamplin – Web Wallah I can tell you that since my last report, I managed to pin down David Gries long enough to get him to fit the I23ignition in the Big I5,

stuck on full throttle. I could not find any obvious problem with the carburettor or linkages and settled back to await the arrival and wisdom of more knowledgeable club members.

Leigh Miles and Sue Bryant were first on

the scene in Leigh's GSA and, on learning that it was a technical problem, promptly offered moral support. Ted and Helen Cross and Peter and Christine Sandow arrived in DS and Light I5 respectively. The boys got their hands dirty too but could not find the cause of the problem. It looked like an overnight stay in town and a visit to the garage in the morning. Next on the scene, and hero of the hour, was club spare parts man, Rob Little together with Libby and Larry and Pam O'Carroll. They were all staying nearby at Porepunkah and had just had afternoon tea in Myrtleford. Rob, after also finding nothing apparently wrong, took off the linkages and the carburettor to discover the problem – the small copper tube of the accelerator jet had fallen out and jammed in the butterfly valve letting air through. I drove home without the accelerator jet and have since refitted it with, on Rob's advice, Loctite 'Wick-in' so it should never come out again. A few minor exhaust problems on the same trip meant that I spent a little time re-acquainting myself with the underside of a Big I5,

spanners and hot pipes. Unfortunately, sometime later, a new engine pipe from spares did not quite fit but the local muffler shop readily made an alternative and also the long, straight pipe to the muffler – so things now run well and sound as they should. The C3's emotions have been getting a little confused sometimes lately – it has taken to locking me in. I tricked it by winding down the window and opening the door from the outside. I am taking it in for counselling. The exciting news for me is that the 'fleet' will soon be expanding by 50%. I am off to Queensland to collect a 2CV for Raid 2008. I will drift slowly down the coast hopefully enjoying some warmer weather.

Jeff Pamplin

Leigh Miles – Editor  
It happens to everyone, eventually I suppose. About a month ago, entering the Monash Carpark, sorry Freeway, I noticed the traffic was not just heavy... it was close to stationary.

This however did not stop me, in a total lapse of concentration, gliding at low speed into the rear of the car in front. He, of course, moved gently into the car in front of him. Bugga!

No one was hurt and the damage to the other cars looks pretty minor. However the front bumper of the GSA is going to need replacing and there seem to be a few other bit

of tin ware that have been damaged as well. So it is all in the hands of my insurance company.

Of course, I have not been able to provide a quote for repairs, yet. I am still awaiting a price on the front bumper.

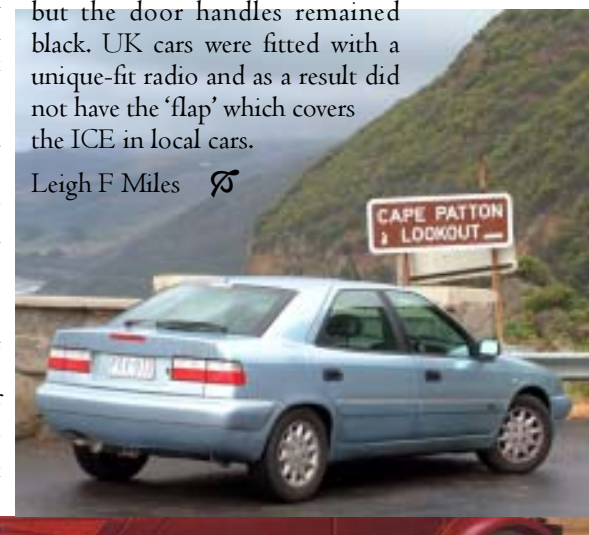
Since I last wrote, the fleet has expended by one. I now have a 1999 Xantia V6 Exclusive. Pale blue [a new colour to the fleet], black leather [another new innovation to the Miles garage], effective air conditioning [yes, the CX has air conditioning, but I would not use the word effective to describe it], cruise control, sun roof... yes, it is pretty lovely.

Oddly for a 'haute de gamme' it lacks a rear centre arm rest, rear seat head rests and the external door handles are black. UK delivery 'Exclusive' models benefited from a rear centre arm rest and head restraints, but the door handles remained black. UK cars were fitted with a unique-fit radio and as a result did not have the 'flap' which covers the ICE in local cars.

Leigh F Miles

## FLEET FOLLIES

do the negative earth swap and attend to a few other things. All this in time for the Hotham Hullabaloo in March, lots of miles and lots of mountain climbing. David made a spacer ring to make up the difference between the Lucas and Ducellier distributor sizes and to ensure a good fit. He has made more and these are available from Ted Cross for I23ignitions to go into Slough built cars. What difference did it make? Well, the car always, after tickling the primer on the fuel pump, started first time and ran smoothly. So no change there. But the big difference was in pulling power, it was like it had another cylinder or two. Before, it quickly died on hills – I could seldom get enough of a run to gain any momentum to wind up the flywheel and coast over anything much in the way of a hill. A long side trip down from Mount Hotham to the Mitta muster and return, over the Tawonga and Lockharts Gaps and climbing up the mountain from Harrietville, really showed the improvement. There was a big hiccough in the home journey when, after a brief stop in Myrtleford, the engine roared as if





Do your Light Fifteen door handles have a mind of their own? Our Editor is never satisfied in his search for 'Technical Tips' for 'Front Drive', so

involved the removal of all handles, inside and out, door linings and trim strips to lay bare the mechanism location – as shown in photo #1. Six countersunk screws can now

be accessed for removal of whatever lies within!

## TECHNICAL TALK

I have 'volunteered' to investigate the problem of the Door Handle Droop, which has plagued my English Light Fifteen for ever.

It results in the doors inadvertently locking themselves on the rear doors and unlocking on the front passenger door. It has frustrated me, but more importantly my wife, Clare, for years, and I suspect a few other owners of English Light Fifteens.

I decided to investigate the front passenger side door first. This in-

The interior door handle and window winder, by the way, can be removed by pressing the inside spring-loaded ferrel forward to expose a retaining pin. This, when pushed out, will release these two items which may be worse for wear and these I will deal with later.

It was pleasing to find that with the removal of the six countersunk screws the whole latch mechanism can be withdrawn easily. It consists of two assemblies connected by a

lever which can be readily disengaged [photo #2].

The top assembly is directly related to the interior door handle. I was very pleased with my deduction to observe that whilst there existed a cam profile lever on the spindle axis, with two engagement notches, there was no corresponding engaging device [photo #3]. This was a good start.

This assembly suggested that a spring had once operated within the assembly to provide a positive two-position location for our door handle. Anyway, I made a spring, in fact, I made two, and perhaps I should have experimented with a *third*.

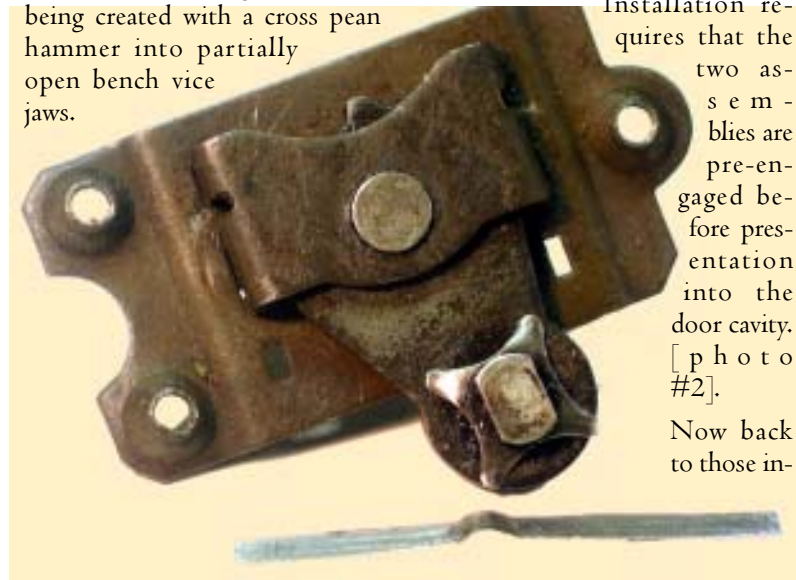
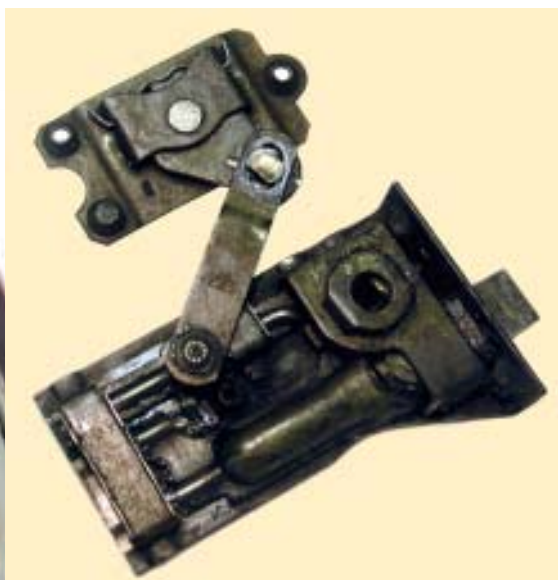
Photo #3 shows a spring with a central engagement notch. This I cut from springy stainless steel 5mm wide x 160mm long. The notch being created with a cross pean hammer into partially open bench vice jaws.

I made my first spring 0.500mm stock, which functioned OK, but had very little positive feel. My second spring from 0.750mm stock was much better with a positive click feel. I did not have any 1.000mm stock to try and it could be the way to go, but subsequent fitting may be more difficult. [Perhaps two 0.500 springs?]

Photo #4 shows the spring fitted, which was not too difficult, with the two protruding ends bent after assembly – making sure that the notch is central. I do not know what the original spring looked like, but it would be similar to the one shown. I suspect it would be manufactured from carbon-spring steel and manufactured from too thick a stock, resulting in a high rate, over stressed, short life situation.

Installation requires that the two assemblies are pre-engaged before presentation into the door cavity. [photo #2].

Now back to those in-



side door handles and window winders. The extension bosses of these components have an interior square hole to locate upon the male operating spindles. The bosses do

eventually a breakout can result with detachment from the spindle. This happened to me some years back [Photo #5 second from left] and I had forgotten, until this exercise,

that I had undertaken a reinforcing procedure on

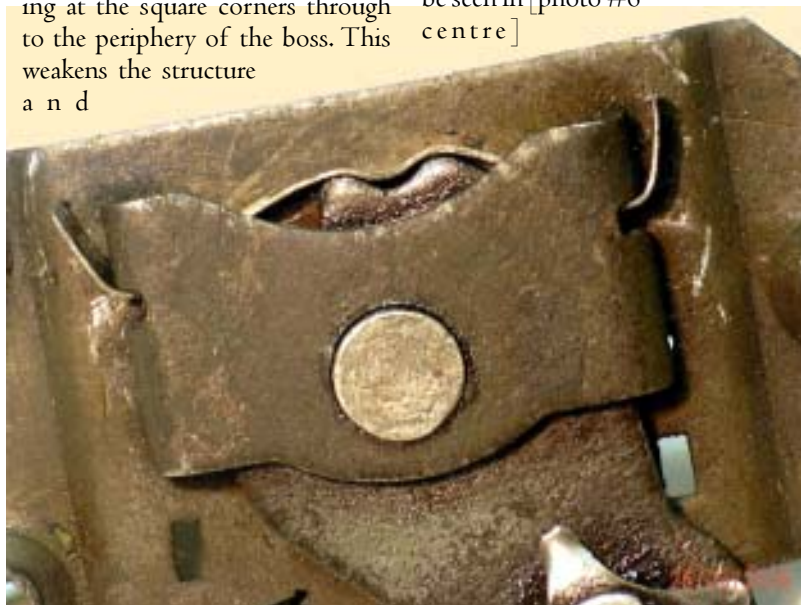
these components. It is gratifying to find that it has been successful and [photo #5] shows what I did].

A bush with a 15mm bore and a 17mm outside diameter [with cross holes for the locating pins] was pushed over the vulnerable bosses with an application of Loctite to consummate the marriage!

If the bosses are in good condition, then no harm is done and it is a good precaution anyway, but as can be seen in [photo #6 centre]

Failure occurs in the way of cracking at the square corners through to the periphery of the boss. This weakens the structure and

## TECHNICAL TALK



even if one segment of the square has been lost then this winder or lever can still be recovered and put to work with confidence. This one has worked for many years.

It is a requirement that the ferrel must fit over the new 17mm diameter boss, which is achieved by a minor enlargement with a hand file. Not a big deal.

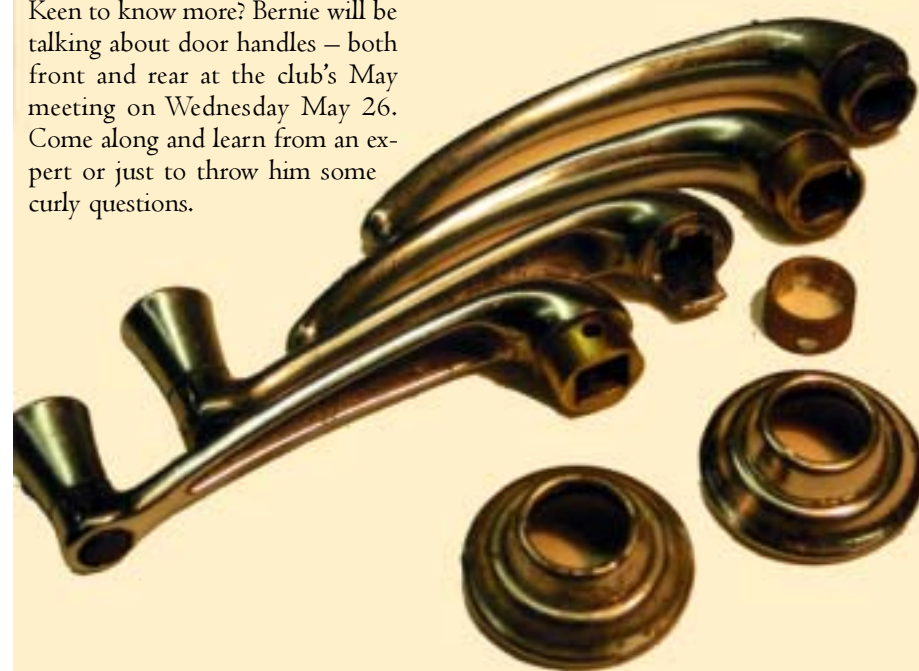
Now that the passenger door has been fixed, there remain the rear doors. I suspect, and hope, the solution will be similar?!

What about those French Traction? I wonder if they have similar door problems?

Bernard Hadaway



Keen to know more? Bernie will be talking about door handles – both front and rear at the club's May meeting on Wednesday May 26. Come along and learn from an expert or just to throw him some curly questions.





Here we are kicking off another club year, as you will see in other parts of the magazine there has been little change as far as the committee is

## SPARE NEWS

concerned and I am still here for another year. Firstly I would like to thank Leigh Miles for carrying out an audit on the spare parts stock, this is an important task, as the books for the club need to be audited so also does any other part of the club that is handling money on behalf of the members. This was one of the conditions I asked for when I originally took the task on and it has taken until now to have it carried out, so thanks Leigh for taking the time, I hope it will become an annual task for the club.

Included with this magazine is the annual parts and price list for your perusal, also the website has been updated thanks to Jeff Pamplin, this gives an idea of what we have in stock and also the costs, these prices are subject to fluctuations so don't feel too bad if you are charged a little more or less for a part you may

order. Prices have for the main part remained stable, thanks mainly to the volume we are now ordering and also the general increase of our dollar, although lately it has been dropping somewhat.

In my report presented to the AGM I also thanked members such as Brian Love who had the tail lamp bases reproduced and Chris Reid who had the floor repair panels made, these are tasks that they needed but were happy to have some more produced to circulate to other members, if there is something you can assist with please let me know as it has been great to have other people involved and both of the items those people contributed to have been bought up by other members.

At this time I do have 9 sets of tail lamp bases in stock as the first order sold out extremely quickly, other than that I do not have any new ground breaking parts for release but am looking forward to another year in the position and assisting all members with their queries.

Rob Little.



## FOR SALE

### A COMPLETE COLLECTION!

Long term Club member, Tom Jefferies, is moving house and his collection of DS and CX Series cars must go. The cars are located in Molesworth, near Yea, in Victoria.

1961 ID 19 P. Stainless steel exhaust, 7cylinder pump in pristine condition [see image this page]. 3127456 VGO. Reg AFF 140.

1970 DS 21 EFI 4-speed. VGO. 60F80776, 0039159497.

1970 DS FD Pallas. 01FD7017. For parts.

1973 D Special, 5-speed. VGO. 90mm bore, in undercoat. 603927286.

1973 D Special DS FC. 01FC358. Retrimmed and in VGO.

1973 DS 23 EFI Auto. Air conditioned. 62FG3886. For parts.

1976 CX 2200 Super. 04MC4078. For parts.

1977 CX 2200 Pallas. 07MC6607.

1977 CX 2200 Pallas. 0736028256.

1976 GS. Good mechanicals & hydraulics. Body needs attention. GS6B65GB6270.

All these cars are available at 'sensible' prices. Ring Tom to discuss your interests on [03] 5797 6273 [H]. Please ring at sensible hours. [30/02]



Part of Tom Jefferies extensive Citroën collection that is being sold. This is his 1961 ID 19 P. The collection of 10 cars is all for sale, at sensible prices.

**FOR SALE**

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 any 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]

**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. I, 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. [30/01]

**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]

**1998 XANTIA EXCLUSIVE**

Citroën Xantia 'Exclusive' Hatch OYV 870 [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 ONO. Contact: Bill Graham [03] 9786 2710 [30/01]

**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]

*Top: 1969 D74A Ph: 04 1297 3996 \$5,000. Bottom: Mark Ebery's 2CV, 'Bluebelle', is being sold as he is heading to live overseas. \$12,500 secures this fine example.*

**1980 2CV**

Imminent move overseas forces reluctant sale. 'Bluebelle' [as featured in these pages] is in excellent condition and will provide fun and happy motoring. Regularly serviced. ACT registered, YCP 49P. Asking \$12,500. Contact Mark Ebery on [02] 6295 7249, or ebery@bigpond.net.au [30/02]

**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 carby as standard. The hydraulics

**SPARE****PARTS****FUND****MEMBERS**

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

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