

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE FOR
CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**

Australia's National Citroën Car Club

JUNE / JULY '06 Vol 30 No 3

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:
PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:
www.citroenclassic.org.au

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

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

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

COVER IMAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts carvaners near the DIII, at Chamrousse [Alt 2,250m], Rhône-Alpes, 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:

Andrea Fisher, John Fleming Rob Little, Robert Shackley and Ian Sperling.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, August 4.

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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 [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.org.au
NSW: www.citroencardclub.org.au/
WA: www.citroen.aceonline.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Putting on my Activities hat, just for a moment... OzTraction '06 is behind us and I think it would have to have been judged a success, especially by those who attended. As

Andrea notes in her Prez

Sez, 2007 is in Portland, and apart from anything else I am looking forward to riding on the cable tram. However, that is for next year.

Robert Shackley entered the world of the Traction Avant as a total novice – and starry eyes to boot. In the issue's 'Members Model' he talks openly about his love affair[s] and his on-going need for more than one romance in his life. [Did that read like the editorial from 'Who Weekly'? Ed.]

John Fleming, on page 30, introduces us to his 'other' attachment – Panhard et Levassor. John has promised, in a future issue of 'Front Drive', to give more information on the marque, its presence in Australia and his interest.

Technical advice comes from the pages of 'Floating Power', the magazine of the Traction Owners Club in the UK. With the arrival of winter, and the prospect of rain, I thought some notes on leaking windscreens might prove useful to a number of our members.

Rob Little has a Big 6 focus on page 32.

And the first news on CitIn '07 has been released. Hosted by CCCV,

ED SED PAGE 4

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this event will be situated in Mansfield. Compared with Dubbo, well it is just around the corner and we hope to see plenty of CCOCA representation.

Relentless,
Leigh F Miles – Editor



Hello everyone. Austraction at Mulwala was a great social event; about 35 people came along for a weekend of relaxing, socialising, good food and a full program of interesting local attractions. It was so well

organised that the organization was not apparent – everything just happened, smoothly and effortlessly.

Our thanks go to Green Frog Tours, aka Leigh Miles, Sue Bryant and numerous associated Bears [and Flippy, the eponymous frog]. It was especially good to see new faces join the group; these events are great, it is never just the same people every time. Those of you who did not come along have missed out on a lot of fun; the good news is that Leigh and Sue have offered to run Austraction again next year, this time at Portland. Be there!

The next chance to relax over a meal is coming up soon – Rob Little has again invited us to the Bastille Day lunch at Dookie. Details elsewhere in this [and last] edition; you should have already booked, but give Rob a call straight away – if you are quick you may still be able to get in. This has always been a popular event, and having moved to a larger venue you have a much better chance of getting in.

Unfortunately we have missed out on the Leffler visit to the July meeting – they have needed to cancel, but we do hope to get this to you

shortly. Instead, Leigh is offering us the warmth of his home for the evening, details elsewhere.

Also looking forward to the Acheron Way run, what beautiful

scenery, should be a great day.

What a great club this is – there are so many nice people to meet, and a real variety of opportunities to get out and meet them. Come along and enjoy it!

Speaking of coming along... here is some early warning for a couple of important events that should go into your diary. CCCV is the hosting Club for the 2006 Concours d'Elegance, planned for Sunday, October 22 and will once again be held at the Como Park North Oval. Having driven past there recently, the work on the café appears to be nearing completion, so not only will we have a great venue but also some improved luncheon opportunities.

The other 'big' car show for the Citroën world is the 'French Car Festival'. In 2007 we will be the hosting Club, supported by the other French marque Clubs. However, we will need your assistance to help make the day run smoothly. Your Club needs you!

See you all soon!

Andrea Fisher



ED SED

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

● JULY

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

Below: The site of the Bastille, or more correctly chaste! Saint-Antoine is now graced by this café.

Right: All that remains of the Bastille are these stones from the Tour de la Liberté, although they no longer grace their original location.



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

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.

CCCV EVENT: BASTILLE DAY SOCIAL

WHEN: Wednesday, July 12
WHERE: CCCV Club Rooms
CONTACT: Peter Dekker
petermelbs@yahoo.com

BASTILLE DAY CELEBRATIONS AT DOOKIE!

WHEN: Sunday, July 16
TIME: From 10:30am
WHERE: Dookie Agricultural College
COST: \$27pp
BOOKING: Essential by July 3
CONTACT: Rob Little



[03] 5823 1397 [H]

spareparts@citroenclassic.org.au

This year the celebrations are bigger and better! We shall start with a tasting of the wines from a number of local producers, followed by morning tea at the Dookie College Winery. Lunch will be served, with refreshments at bar price. Interested? Then you must RSVP to Rob Little and full payment must be made by July 3. So, ring or email Rob to secure your place at the sixth annual north eastern Victorian Bastille Day Celebrations.



Interested in making a weekend of it? Let Rob and Libbie know as the 'locals' will be dining out in Shepparton on Saturday night. Remember, 'French' attire is de

A-TRACTIONS

rigueur for this event!

MONTHLY MEETING BASTILLE DAY CELEBRATIONS IN BLACKBURN

WHEN: Wednesday, July 26
TIME: 8.00pm
WHERE: I6 Harrow St.,
Blackburn South [cnr Jenner St]
COST: Free
BOOKING: Essential by July 22
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

Who wants to visit that bleak, cold hall in Canterbury on a chilly winter night? Much better to come to the warmth of Leigh's house in Blackburn and enjoy a glass of mulled wine and nibbles. Lots of Citroën DVDs, including press-only launch material on the C2, C4, C5 and C6, Citroën rallying success and access to the full Club Library.

I know, you thought we were having Leffler leather to visit – but their Sales Manager is overseas this month. But, they have promised to come and talk to us later in the year. Keep a watch on 'Front Drive' for updates.

● AUGUST

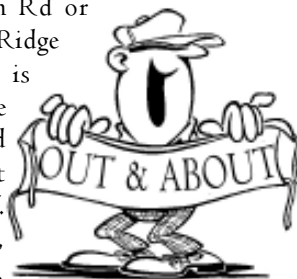
DAY ACHERON

RUN: WAY

WHEN: Sunday, August 6
LEAVE: 11:00am
FROM: Opposite Ringwood Lake,
Maroondah Hwy
Ringwood.
Melway 49 J8
TO: The Acheron Way, between
Warburton and Marysville
COST: Free
BRING: Picnic lunch or bbq
makings, thermos, chairs
ROADS: Bitumen and well
maintained gravel
BOOKING: Essential by
Friday July 28
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

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. Tall timbers, wide vistas, f r e s h

mountain air and the pleasures of driving on a road that will show our cars in great light! After our lunch,



we will head into Marysville, one of Australia's most beautiful mountain towns, for a warming afternoon tea at The Marysville Bakery, and a browse of the shops – then back to Melbourne and the central heating!

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 will 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
TIME: From 7:00am
WHERE: DECA, off Wangannui Rd.,
North Shepparton
COST: N/a
BOOKING: Not required
CONTACT: Rob Little
[03] 5823 1397 [H]

spareparts@citroenclassic.org.au
There are no special plans from CCOCA for this great Swap Meet, but if you are interested in heading to Shepparton for day, or the weekend, then contact Rob Little for full details...

CCOCA AND BBQ

WHEN: Sunday, September 17
TIME: From 12:00pm
WHERE: Mark & Sue McKibbin's,
310 Settlement Rd., Drouin
COST: Free
BRING: All those bits you want rid
of, food for the BBQ
BOOKING: Essential by Sept'r 8
CONTACT: Mark McKibbin
[03] 5625 4020 [H]
members@citroenclassic.org.au

Following on from the enormous success of the 2005 auction, we have

determined to bring it back again in 2006. You could look at it as an opportunity to rid yourself of the rusty junkie from the backyard, or a chance to pass on to another member

A-TRACTIONS

that rare and valuable part that you know is in demand and better still it is an opportunity for you to find [and buy at a competitive price] that part you really need. [CCOCA commission: 10% on all items sold] The Club's big boot Light 15 is being brought to the auction, so you can be sure there will be some great stuff.

Bring the makings for a BBQ – Mark and Sue will provide the BBQ facilities, plates and so on... always a great day!

MONTHLY MEETING GUEST SPEAKER

WHEN: Wednesday, September 27

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

After being 'let down' a couple of times on guest speakers, I am feeling very nervous about making a commitment too early on our speaker for the September meeting! However,

I have two possible speakers lined up, and in the next edition of 'Front Drive' [due in your letter box at the end of August], all will be revealed.

● OCTOBER

DAY RUN: STATE COAL MINE – WONTHAGGI

WHEN: Sunday, October 8

LEAVE: 11:00am

FROM: Brandon Park Shopping
Centre, Springvale Rd,

TO: Wonthaggi State Coal Mine

COST: Gold coin entrance to the
Park

BRING: Picnic lunch or bbq
makings, thermos, chairs

ROADS: Bitumen

BOOKING: Essential by
Friday September 29

CONTACT: Rod Ward
04 1330 2567 [M],
rodward@optusnet.com.au

Step back in time... In its heyday, the State Coal Mine was a bustling network of tunnels, filled with men and pit ponies, dust and dim lights. Deep below the surface, miners toiled to dig the valuable black coal which powered Victoria's railway network. The mine was Wonthaggi's life-blood, and was active from 1909 to 1968.

A visit to the State Coal Mine at Wonthaggi is a journey back to the difficult working conditions of mining days past. Preserved by Parks Victoria for future generations, this

original mine site gives visitors an understanding of the life of a miner seventy years ago.

Things to Do

There's plenty to do above ground!

✂ Relax in the theatrette as historic film brings Wonthaggi's mining heritage to life.

✂ Follow the heritage walk around the mine site, exploring historic buildings housing , photographs of mining days past and mining remnants.

✂ Climb aboard the KI92 steam locomotive which utilised Wonthaggi's coal to operate.

✂ Meet Cobber the Pit Pony.

Facilities include sheltered picnic area and free barbecues and a souvenir shop with light refreshments available.

Heritage—Discovery: Explorer William Hovell discovered black coal in the cliffs at nearby Cape Paterson in 1826. Small and isolated mining operations followed in the 1840s-1860s.

From the 1880s exploratory drilling operation commenced in the area. Small private coal mines had opened in the Korumburra area in the 1880s-1890s, but Victoria was still dependant on NSW for supplies.

In 1909, a miners' strike starved the Victorian Railways and Melbourne's coal industry, forcing a hasty development of the Wonthaggi mines as a public enterprise.

Shaft sinking operations began in 1909. Realising the future potential for the coal mines, the township of Wonthaggi was surveyed, and one hundred miners cottages constructed by mid-1910. Expansion of the coalfield followed with the establishment of a powerhouse and workshops complex, a brickworks and nine well equipped mines. Employment and production reached its peak in 1929/30, with over 1,800 men employed in mining 660,000 tons of coal in that year.

The 1930s depression severely affected the State Coal Mine. A significant number of men were laid off in 1932. Industrial unrest followed, with a 5 month strike ensuing in 1934.

The mine ran at a financial loss to the Government from the 1930s onwards. Two further mines were opened, but failed to slow the decline. From 1958, no new workers were employed, and early retirement was introduced for the older mine employees.



The following article is a summary of the information in the Victorian Club Permit Scheme handbook, and CCOCA's procedures for imple-

menting the rules.

APPLYING FOR A CLUB PERMIT

Obtain and complete a VicRoads Club Permit Registration form.

This can be downloaded from the internet at:

www.vicroads.vic.gov.au/vrpdf/randl/88328ClubPermitRego0206.pdf

Have the form signed by the President or Secretary as above.

Have the vehicle assessed; this will normally be a standard Roadworthy Certificate, however in the case of a very old/unusual vehicle, such as a boat-tail, contact one of the club's Safety Officers to arrange assessment. Please note, this is a rigorous assessment, and should not be seen as an 'easier' alternative to the normal RWC; nor that the club officers should do you a favour by 'overlooking' any flaws.

OBTAINING A SPECIAL USE VOUCHER

Apply for a Special Use Voucher if you want to use the vehicle for a purpose other than attending a registered club event listed in Front Drive - for example, for a family wedding [but not for hire], or for the days travelling to & from Cit-In. Contact one of the club's Permit Officers - again, it's in your interests to do this in plenty of time.

VICTORIAN CLUB PERMITS

menting the rules.

Owners of Club Permit vehicles MUST maintain current club membership. The owner/driver is responsible for maintaining the vehicle in a safe condition, and for the safe use of the vehicle. The vehicle can normally only be used for listed CCOCA events; it must not be used for hire or reward. Abuse of the rules could jeopardise the entire Club Permit Scheme

RENEWING A CLUB PERMIT

Have the renewal form signed by the President or Secretary to confirm you are a current CCOCA member - you can do this by bringing it to a club meeting [check first to ensure one of these people will be there]; or, post it to the club's PO Box, enclosing an SAE. It is in your interest to send this to us as soon as possible, as delays will result if the club officer is away on holidays [we do not have a staffed office!]. Do NOT post it to anyone's home address, as the people registered with VicRoads changes from time to time and sometimes at short notice; sending it to the wrong person incurs unnecessary work for them

USING A CLUB PERMIT VEHICLE

Use of vehicles is normally limited to club events listed in Front Drive. Carry a copy of the receipted VicRoads Club Permit certificate, a copy of Front Drive with the event listed [and/or the Special Use Voucher], and preferably a copy of the Victorian Club Permit Scheme handbook. Not all Victorian Police are familiar with the rules of the

scheme, so it is in your interests to carry as much information as you can; all other states have different systems, so all documentation possible should definitely be carried to save yourself problems. This scheme is NOT recognised in Western Australia; contact the relevant authority in Perth well in advance to make arrangements.

Ian Sperling

✂

Ian and I had a great time at Dubbo. The Western Plains Zoo was very interesting, and it was nice to see the animals have lots of open spaces, with innovative barriers [not just bars]. Even the elephants, who generally do not cope well with captivity, are reportedly relatively happy in their environment.

The Concours had been well publicised in the local community, so we had many people come to admire the display. We liked the event

CITIN '06 - DUBBO

layout, with cars grouped, based on classes, in a circle around the oval; this allowed you to see all the cars



Bernie Rachelle - just one part of the all-conquering CCCV Team at the Dubbo CitIn.

at once, and most of the people too, if you were looking for someone in particular.

We also picked up some tips at 'Father Goose' [Bruce Elsegood]'s Hy-

trophy's tendency to spontaneously resolve itself into its component parts, and I wonder if he will be quite so zealous when defending it next year...

CITIN '06 – DUBBO

draulic Lecture.

The State Trophy was won by CCCV, thanks largely to the enthusiastic efforts of their President, Rob Turner [sphere-and-spoon race – just watch him go!]. However he has subsequently experienced the

But of course the main attraction at

these events is all the people you meet [and their cars]. It was great to catch up with Shayne Harris, and admire the Velo Solex he rode across from Perth [check out his website for details of his epic adventure! www.raidaustralia.com/velosolex/croisiere_velosolex.htm]; 'Buttercup' Bob Dirck's [big on nicknames, these NSW people] DS that he had taken to Paris last year for the anniversary, as well as his trusty 35CV truck [Duck Rescue to the Raiders – even the cars have names...]; and Bernie Rachelle's DS/camper conversion. However, it is not just about the familiar faces – there are plenty of new people to meet, and striking up a conversation is really easy because everyone is friendly and there is always lots to talk about. Among others, we met Peter Fosselius, his wife Lorraine and son Eric, over from Perth in their 2CV van [check out his free online 2CV Club at: 2cvclubaustralia.org.au].

We also met Charles Anstis, who has a vehicle with a particularly dramatic history. There were photos being shown at a club meeting a couple of years ago, date stamped one week apart, of a beautiful shiny

Lomax before-and-after it got accidentally burned to the ground. I was mightily surprised to find that this was the same car parked next to ours in the campground, and pleased to see that it had risen, phoenix-like from the blackened chassis in November 2003 into a close copy of its original glory. Notwithstanding the joke about the Axe, it was great to see it resurrected and back on the road again

Andrea Fisher



Above: Charles Anstis' Lomax. Below: 'Buttercup' Bob with an image of his DS by the Eiffel Tower. Bernie Rachelle makes a point in the background.



Shane Harris on his Solex. Read all about his epic adventure at www.raidaustralia.com/velosolex/croisiere_velosolex.htm



The first national Easter rally was held in Adelong NSW in 1969 and later became known as "The Cit-In". This annual event has become a focal point for members of Citroën clubs and enthusiasts throughout Australia and visitors from overseas. Not only has this event provided a venue to display older and future classics, it is a wonderful social occasion which, over the years, has allowed life-long friendships to be formed.

WELCOME TO VICTORIA IN 2007

We've chosen a wonderful location in Mansfield, the gateway to the Victorian Alps. Whether you're a died-in-the-wool enthusiast or a first time Cit-In participant you'll have a ball at the Easter rally. The friendly folk in beautiful Mansfield are giving us terrific support and you can be assured of a memorable stay. An event not to be missed.

Looking forward to seeing you.

EASTER IN MANSFIELD

The recreation hall in Highett St. will be the nerve centre of the Cit-In and registrations will be taken at that venue. The display of vehicles will be on Saturday 7 April on the oval near the Botanic Park and, on the same day, Mansfield hosts its popular Easter Bush Market in the

main street. The agricultural festival Agfest is also held on this weekend at the show grounds. The town will be a-buzz!

Around town there is horse-riding, trout fishing, cycling, golf and scenic drives to places of interest including local wineries, the Mansfield Zoo, Bonnie Doon on Lake Eildon as well as some of the best scenery in the country.

Mt. Buller's annual Easter Art Show is just a 50km drive from Mansfield and a sightseeing chairlift also operates on the mountain. Watch for the Mansfield Balloon Festival in early April if you are planning a holiday before the Cit-In.

A variety of activities (including a few surprises) has been planned. We look forward to your company for a fabulous Easter Cit-In in the picturesque surrounds of Mansfield.



CIT-IN '07 - MANSFIELD

CCCV

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29/06

EASTER PROGRAMME

Friday 6 April

- ☞ Registration all day from 11:00am

- ☞ Welcoming supper in the

Monday 9 April

- ☞ Communal breakfast

- ☞ Farewell and photos

ACCOMMODATION MADE**SIMPLE**

We have made searching for

accommodation simple. The local tourist authority and central booking agency (High Country Reservations) will give you advice and arrange accommodation at no cost to you. A number of venues for Cit-In visitors have been reserved. Inform them you are with the Citroën rally and they'll find just the place for you. It's as easy as that!

High Country Reservations
Phone [toll free]: 1800 039 049

REGISTRATION MADE SIMPLE

Cit-In Registration forms will be available from all car clubs and on the CCCV website. For your convenience payments can be made by direct debit, by credit card or by cheque.

Citroën Car Club of Victoria Inc.,
PO Box 48, East Melbourne, Vic.,
3002

Cit-In Coordinator: Kirk Kirkcaldy,
[03] 9363 2464,
akirkcau@bigpond.net.au

CCCV Website:
www.citcarclubvic.org.au

Cit-In Website:
www.citin2007.info.com

CITIN '07 – MANSFIELD

evening

Saturday 7 April

- ☞ Display of cars

- ☞ Special events

- ☞ Delicious dinner

Sunday 8 April

- ☞ Social events, touring & technical activities

- ☞ Presentation dinner

**CCCV**

Un Tractioniste Passionné

THE ATTRACTION

I have vivid childhood memories of the odd old Traction plying the suburban streets of Canberra in the late 1960s, usually faded black but with patches of pink primer showing through. At the time, I did not have a clue about the uniqueness of this vehicle or its workings but found them quite pleasing on the eye. It was not until August 1971, when reading a 'Wheels' magazine, I came across an article on Gerald Propsting's Light 15WM715. I was captivated by the article and made

that fateful decision that I would acquire one of these vehicles one day. Alas, I was a poor high school student and I had about \$350 in the bank. My mates at school kept

MEMBER'S MODEL

telling me that I could buy a 'good car' for \$400 and if you really wanted to be a man around town you could buy an EH Holden for \$600-\$700 but this inevitably involved a loan from your folks.

THE SEARCH

My search of the classifieds became an obsession – where were all of these old Citroëns? I came across an advertisement by Continental Cars



MEMBER'S MODEL



in the 'Sydney Morning Herald'. The man told me that he would not part with anything for less than \$5,000 [a small fortune in 1971 given that you could buy a new XY

I always wonder what happened to that vehicle. One month later, I came across a 1951 small boot Big 6. It was a bit rough paint wise but was all there. The man would not

part with anything less than \$480. I just did not have

the cash and my folks were adamant: 'There will be no vehicle in your final year of high school just concentrate on your studies.' I became resentful and invested \$250 of my hard earned cash into a black and white EH Holden – what a piece of —!

THE FIND

School finished, university degree

MEMBER'S MODEL

Falcon 500 with three speed column shift and genuine vinyl seats for \$3,049]. My hopes were dashed. In December 1971, I finally came across a 1954 Royal Air Force blue big boot Big 6. It was priced at \$350 [all of my worldly wealth] but the brakes pulled violently to the left when applied, it had rust holes in the floor and only one month's registration. I was scared off, although



complete, marriage, first home and then hard work. However the passion to own a Traction never abated. I looked at a vehicle at Shellharbour south of Wollongong. The seller had started what I would class as a very rough restoration, a lot of which needed re-doing. I got cold feet. I looked at a big boot Light 15 in Sydney for \$3,000 which despite its gearbox whine was not a bad vehicle. No, I let that one go – I wanted a rough vehicle to do up [costly mistake] and I was never really into big boot models.

Finally, on one fateful Saturday in 1982, I was browsing the 'Canberra Times' classifieds. A man in Wagga Wagga was selling four Traction – one restored and three parts cars for \$5,000. Would he sell the unrestored vehicles as a package? A quick

trip to Wagga Wagga and a few hours later, I was the owner of an IIBL, a big boot Light 15 and a small boot Light 15 for the princely sum of \$900. When I look back at things, I was clueless.

THE FALSE START

The big boot Light 15 had a good body but had been rolled off a car trailer and was crinkle cut on top. I did not know of panel beaters' abilities to cut and shut. This vehicle was immediately wrecked for parts. If the bolt did not come off, then I used an angle grinder or cold chisel. Now days, with a couple of restorations behind me, I am quite ashamed. I have learnt not to rush things and to seek advice from those that know.

I now started with great energy on the small boot Light 15. After all,



it looked the best vehicle. I was going to knock this job off in 6 weeks. After a closer examination of the vehicle, I realised that it needed a new floor. Having no

The panel beater and I visited a friend's garage where the IIBL was stored. The vehicle was in a sad state but was structurally sound with only the front half of the floor requiring replacement. A couple of weeks later we

were into it again. The body was stripped to a bare shell, floor cut out and new panel welded in.

THE FIRST IIBL

Work progressed well on the restoration. The bodywork looked great and 12 months later we were ready for the paint. I really strained a friendship at home, as all of my leisure hours were taken up with the project. You also get to a point with vehicle restoration where you have invested many thousands of dollars but you are only part way there.

MEMBER'S MODEL

body-working skills, I enlisted the help of a local panel beater who was prepared to work for cash on the weekends. We removed the floor and made up a new one that was welded in. The further we progressed, the need for more rust repairs became apparent with the sills looking in poor shape. The panel beater told me that I was sending good money after bad and that I would be thousands of dollars down if he kept going. This was devastating news. My good wife was less than impressed.



There is no turning back, there is a long way forward and you will take a real hammering if you sell the project as a basket case.

By mid 1984 and some \$15,000 later, my gunmetal grey 1951 IIBL was ready to roll. In the meantime, we had purchased a new home so, I temporarily garaged it at a friend's place while the big move took place. It was not until 1985 that the vehicle was delivered home and finally registered. After a few dramas with the shakedown, we were up and running. I used to love the Sunday afternoon runs. My now grown up children fondly remember running out of petrol, wheels nearly falling off and other extreme happenings.

By late 1986, my desire to become mortgage free overwhelmed me. Even though my wife and I get on very well, the Traction was a con-

stant irritation and cause of heartburn every time that she entered the garage. It had to go.

I advertised the vehicle for sale at a considerable loss and the usual tyre kickers came out of the woodwork. I am pretty easygoing, but gee there are some dreamers and time wasters out there! Eventually it was sold to a young man in Sydney who subsequently sold it to John Laws. I believe that it was auctioned a couple of years ago and I would really love to know of its whereabouts. Yes, I would like to buy it back.

THE SECOND IIBL

Some 20 years later, with our children's education now complete, a good job and with few debts, I finally convinced my good wife that another Traction was a worthy ad-



Robert standing proudly beside his 'find'.

dition to the household. I still had a mountain of parts that could be used [and no, I had still not learnt that you start with a good specimen].

MEMBER'S MODEL

In the intervening years between Tractions, I also developed a passion for fine French clocks. A friend of mine who shares this hobby is a retired TAFE teacher with superb welding and body building skills. John is very much into model T Fords but when we started talking he mentioned to me that his brother used to own one of these old Citroëns which he had pulled apart 20 years ago which he was now want-

ing to sell.

After a brief visit to John's brother's place, I was confronted with another IIBL in pieces and in really bad shape. It had chronic rust in the floors, doors, sills, boot and firewall. It was not worth restoring. Mechanically the motor and other bits were good. I told John's brother that the car was not a restoration proposition and to me was only worth a few hundred dollars. He seemed unimpressed.

A few months later, I received a phone call offering me the vehicle at a greatly reduced price. I took it and stored it for about 18 months

in the floors, doors, sills, boot and



Top: February 2004 and the body shell is on the move. Bottom: By April 2005 it had been painted.

at a friend's warehouse in Sydney before bringing it to a friend's farm outside of Canberra, where I have a workshop and storage shed, with the help of Mel Carey in early 2004. It

MEMBER'S MODEL

was a mess.

I started asking various club members if they knew of anybody wanting to sell an IIBL body. Fortunately, Ted Cross came to the rescue and suggested that I contact Peter Boyle who had an IIBL body in his yard. A quick visit to Melbourne followed. Peter gave me the body which thought was thoroughly decent. I undertook not to disappoint him with the restoration.

In February 2004, we trailered the body home from Melbourne. As it was a shell there was very little to remove. I had the body abrasive blasted by a true professional who used a different type of grit and low pressure. As a

result, the body was not deformed unlike normal sandblasting operations.

My friend John patched the floor and welded in new sills that I had purchased from Jose Franssen in Belgium. These days I am a regular visitor to Europe and I have trodden a well-worn path to Depanoto, CTA service in the Netherlands and Jose Franssen in Plombieres. Six months later the body shell was



In November 2004 new sill were fitted to the driver's side of the shell.

complete. Panels were fitted and the shell rested on a stand for easy access.

By April 2005 the body was painted – yes in gunmetal grey! In the meantime, Mel Carey had done the silent blocks on the front end, steering rack had been overhauled and rear end and brakes re-conditioned. By October 2005 the engine and gearbox were fitted and we are up and running.

My job has been incredibly busy over the last 12 months and I presently spend about one week in 6 overseas. I keep telling the family that I just need a couple of weekends to knock the project off.

I have taken the car with a test drive and it went well, although I felt a geek driving it without any seats and a cramp developing in my left leg.

What made matters worse was that without any interior trim or internal door handles I could not extricate myself from the vehicle once it came to a stop.

I am looking forward to joining the Club on rallies in the not too distant future.

I am indebted to club members Mel Carey, Peter Boyle and Rob Little for their genuine friendship, sound advice and constant help with finding that odd spare part.

The bug is in full swing. I plan the restoration of a Light 15 in 2007 followed by a Big 6. If you know of any small boot Big 6s needing a new home please contact me by either telephone [02] 62516134 or email kzyzl@bigpond.com

Bob Shackley

✂



Panhard and Levassor was the first French Company to assemble the motorcar, as we know it today is motor at the front driving the rear wheels through a

PANHARD & LEVASSOR

gearbox and differential. Panhard is now a Military Vehicle manufacturer.

René Panhard made tool machines for working with wood, when he joined forces with Emile Levassor in 1872 and by 1886 they were making heavy oil engines under license from Daimler. In 1888 nine of these engines were set in 'Horseless' vehicles and after many trials and adjustments they started selling motorcars in 1891.

They had considerable success at car races especially Paris-Bordeaux-Paris.

Emile Levassor died in 1897 and René opened up the capital of the firm and appointed Arthur Krebs as manager.

The company went from strength to strength producing a range of top quality cars, wood-working machines, petrol, diesel and gas producing Lorries, aero engines, rail-car motors and light armoured vehicles for the army. [In 1922 the 'Gulflander', running out of Normanton in Queensland was converted to running using a Panhard-engined rail car. It was retired from service in 1941 and is now housed in The Workshops Rail Museum, in Ipswich. Ed.] In 1928



The Panhard railmotor, now on display at The Workshops Railway Museum in Ipswich, Qld.

they made a 31.5litre 500hp Knight pattern sleeve valve aero engine.

In the years 1910 to 1939 most Panhard cars were equipped with Knight pattern sleeve valve engines of 4,6 and 8 cylinders producing from 10 to 35hp.

After the second world war Panhard, like all European manufactures concentrated on small economical cars and built a twin cylinder aluminium bodied car that is still held in high regard by its fanciers. In 1967 the car division of the company was swallowed by Citroën and like so

many great marques of the 19th and 20th centuries, the Panhard and Levassor name became a piece of history.

I would be interested to hear from anyone who knows anything about a Panhard and Levassor in Australia.

Paris Deluxe car Co. of Bank Place in Melbourne claimed to be the sole Australian agents. Cars were imported in drivable chassis form and the bodies built in Australia. My car is a model X45 and has a Martin and King body, built in Malvern.

John Fleming

✂



John Fleming's X45, with a body by Martin and King of Malvern.

Is your car incontinent? Symptoms include steamy windows, interesting fungal growths, and 'Gardeners Delight', that oh so delicious aroma of well rotted compost.

TECHNICAL TALK

Left untreated your floor carpet will become a haven for cress and other water-loving flora, and the condensation on the inside of your windows will attract unfavourable comment, particularly from those who have a suspicious nature.

The cause of the malady is most often due to a defective windscreen seal and/or a leaking ventilation flap, although there are a number of more obscure causes.

Renewal of the seal is a relatively straightforward task, but there are pitfalls for the unwary. While the job can be done single handed it is made very much easier by having a docile assistant. The principle of replacement is the same on both Paris and Slough built cars, although if Plan B is adopted there are small variations.

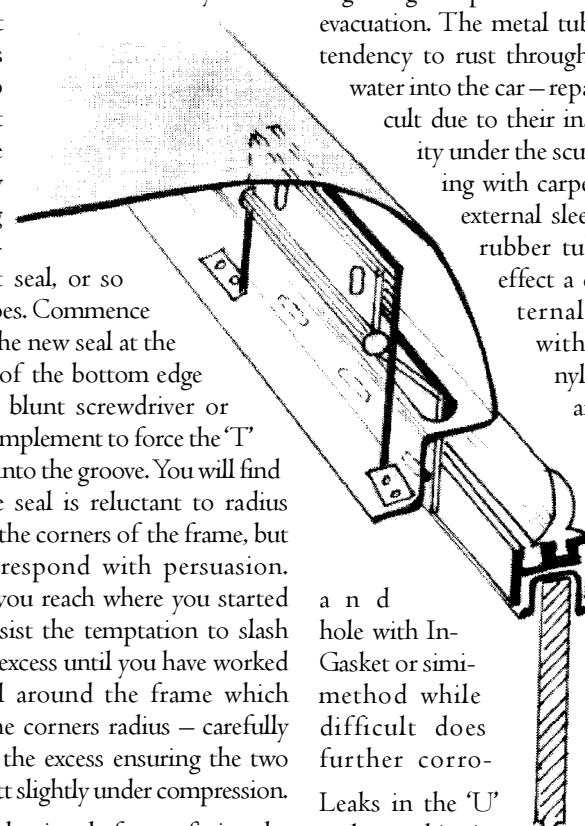
Before attempting removal of the screen protect the scuttle and bonnet from damage by covering with a rug or cardboard. Disconnect the opening mechanism from the screen, allowing the screen to open out to its maximum extent. This will reveal six cunningly concealed slotted screws that hold the frame to the hinges. These screws are likely to

present problems as they thread into a steel block that gets wet. Equip yourself with a good screwdriver with a square blade that fits the full width of the screw slot. If you shear the head off do not fret, the block into which the screws thread, is easily removed and can be drilled out and re-tapped. If in your endeavours you damage the head of the screw[s] plan B must be adopted. This entails splitting the two sections of the hinge apart [see diagram] which will require access to the top of the hinge – this is done by removing the sun visors, and the section of windscreen metal reveal trim on the inside, this will then allow removal of the cloth covered plywood trim above the screen. The two parts of the hinge are held together with two slot headed screws per side, which fortunately have very deep heads which allow tweaking with mole grips should they prove recalcitrant. Note the elongated holes for horizontal and vertical adjustment of the windscreen frame within the bodywork recess; you may need to employ these if your seal does not make a good fit.

Once the screen is out the old seal can be removed from its groove. Your new seal will have arrived neatly curled up looking like a giant liquorice whorl – resist the temptation to sink your teeth into it. The seal can be fitted in two ways, the right way

and the wrong way. Only the right way will prevent water getting into the car, and mistakes are easily made as I can attest. Fitted correctly the seal should before fitting to the car curve back towards the body. When fitted it presses upwards against the body making a watertight seal, or so one hopes. Commence fitting the new seal at the middle of the bottom edge using a blunt screwdriver or similar implement to force the 'T' section into the groove. You will find that the seal is reluctant to radius around the corners of the frame, but it will respond with persuasion. When you reach where you started from resist the temptation to slash off the excess until you have worked the seal around the frame which helps the corners radius – carefully cut off the excess ensuring the two ends butt slightly under compression. This is the time before re-fitting the screen to investigate the more obscure leaks, which fall into three distinct categories, the 'L' shaped metal drain tubes which evacuate the screen recess, the gasket which sandwiches the glass in the frame, and the gutters. The 'L' shape drain tubes discharge through the bulkhead into rubber

tubes, which terminate at floor level. A little known fact recently revealed to me by the Technical Editor is that when the car is in forward motion, the ends of these pipes are under slight negative pressure which assists evacuation. The metal tubes have a tendency to rust through allowing water into the car – repair is difficult due to their inaccessibility under the scuttle. Binding with carpet tape, or external sleeving with rubber tubing may effect a cure – internal sleeving with ½" OD nylon tube is an alternative, finishing the joint of tube with instant glue. In the 'U' section the windscreen glass in the frame are best dealt with by sealant – refrain from replacing this gasket if not of an equable temperament. The third category of leaks are by far the most common and can be infuriatingly difficult to conquer – they are due to the position of dis-



charge of the gutters either side of the front doors. The gutters are inclined towards the body of the car, and a master stroke of design dictates that under heavy rain a steady

Carefully apply mastic or other sealant to the body side of the gutter until the desired direction of flow is achieved – if done well the water will actually fall clear of the bodywork,

with the last few drops draining between the glass

and the door. The sealant when set can be painted over, although I rather like the contrasting orange colour of Instant Gasket.

Two things to note – parking your car on a camber is likely to nullify this modification, and even cars which do have pliable rubber seals still leak. Parking facing uphill on a 1:3 gradient undoubtedly helps providing you have confidence in your handbrake. Continuing the sill seam further up the door reveal would seem a worthwhile modification, and if mig-welded from inside should cause little damage to paintwork.

When re-installing the windscreen a second pair of hands is a great help – make sure the seal is not trapped or deformed, and if necessary re-centre the screen within the recess of the bodywork. If after all this work your car still manifests symptoms of incontinence then a trip to the local genito-urinary clinic is advised.

Chris Ryle

This article first appeared in 'Floating Power', the magazine of The Traction Owners Club, in March 1999.



This magazine I am targeting Big 6 owners; we have a member looking for a crown wheel and pinion set, I have enquired to Roger Williams to see if he had any hi-speed sets in stock, he replied there was

none. These sets are similar to the hi-speed sets supplied for the 4 cylinder models and come complete with a new corrected speedo pinion, the catch is Roger needs an order of at least 10 before it is economically viable to manufacture some more, 'the price?' Well you may ask. Roger is quoting £1,000 which would equate to around \$2,500. Think about it you Big 6 owners. Roger produces the best quality gear sets available, if you have a Big 6 and intend having a long term relationship with it, you may consider putting one under the bed as security. We may get a few people interested, if so I can contact Roger and he may advertise in Europe and the UK and get the required number that way. Please think about it and let me know, it is too expensive for the Club to invest in but we could carry one set at the most.

I would like to make mention of Bernie Hadaway's article on droopy door handles in the last magazine. The springs referred to in the article are available through Spares, part no I32232, the price is \$7.70 each and can be viewed on page 427 of

the Spare Parts Catalogue which depicts the door locks and related parts. These parts have a bit of history, when spares were much harder to obtain Peter Boyle had some of

these springs made to order, some members knew of this and I have sold some to Keith James in NSW. I have since purchased more from Holland so they are readily available at the moment. There are many items like this in the spares inventory so if you have a Citroën parts book it is worthwhile to check the website or the club parts book and see if there are stocks of what you need, if all else fails give me a call.

We have recently purchased 2CV oil filters and now stock them both in Shepparton and Graham Barton will also have some in the club shop, hopefully making it easier for members to access these parts. These are priced at \$17.60 each, don't forget we also stock oil filters and gaskets for the 'D' series, priced at \$15.00 for filters and \$2.00 each for gaskets, these are all available through spares. We are also expanding our stocks of 'D' parts so hopefully can assist in sourcing some of these for members, I know there are some people out there still waiting for 'D' parts but it is happening albeit slowly. Speaking of slowness I spoke to the hub cap people re-

TECHNICAL TALK

stream of water trickles into the joint between the door and bodywork. If your door seals are in good condition and pliable they will normally prevent the water from entering the car, and it will drain harmlessly over the sill. Meanwhile back on planet Earth the water will find its way past the seal, assuming it to be there in the first place, trickle down the inside edge of the door reveal, and cross over into the car just at the point where the seam of the inner and outer sill becomes seamless – it will then flow undetected between the carpet and the inner sill. Continuing the seam up the edge of the reveal for another few millimetres would have cured the problem but that would have been too easy!

All is not lost even though you may have no rubber seal or the pressing which retains it on the door. The trick is to alter the camber of the gutters so that the water drains away from the body. This is not achieved by seizing the end of the gutter in your mole grips and viciously tweaking; which if tried is likely to fracture the spot weld by which it is affixed to the bodywork, or cause the gutter to foul the top of the door.

SPARE NEWS

cently; they tell me the Light 15 hubcaps are ready to be shipped as soon as they can determine a price on freight. Do not get too excited as they will probably send them sea

faxes and phones that only work sometimes but apart from that are very polite and promise you everything. I do hope they had no orders for the troops involved in the Gulf

war as parts ordered for the first one would only arrive in

time for the second event, if they were fortunate. I have been chasing these people since the June 24, 2004! I really believe they are in a time warp.

Rob Little.



SPARE NEWS

mail but I am hoping to see them this year. Talk about the speed of light, when people in Birmingham think of light, they think Joseph Lucas [who was nicknamed 'The Prince of Darkness'], it is like stepping back in time dealing with these people, they have no computers,

SPARE PARTS FUND MEMBERS

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

Alain Antonious	Christian Ducasse	Max Lewis	Alec Protos
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FOR SALE**1963****AMI 6**

Ami 6 lhd 1963 model, registration AMI 6. 66K genuine km, rings recently replaced by David Gries. New Xs all round, new oil cooler and new battery. Original upholstery. Body gris leban to correspond with the year of manufacture. I have owned the Ami for ten years. The luxury and aerodynamics of this car compared to other 'A' series is unquestionable. Quiet and a joy to drive, not to mention its curiosity and more than usual fun factor!! Asking \$12,000. Contact: Carl Perrin, Ph/fax [08] 9386 3268, 04 1247 2527 [M], email kaycarl@eftel.net.au. Additional photos available. [30/03]

1986 BX TRS AUTO

Reg CUI 930, to April 2007. 230,700km. Light metallic green, central locking, air conditioning, electric windows, Citroën car mats and seat covers, tow bar, full rear reflector, books and full service history. Thoroughly maintained by Citro Motors for the last 11 years. This car is in good condition, lovely to drive. But I have just

retired and am 'downsizing'. Ring Alleyn Best [03] 9853 2621 or 04 1614 2229 [M] [30/03]

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 carburetor 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 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]

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

1960 ID 19

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

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.

Ñ 1961 ID 19 P. Stainless steel exhaust,

7cylinder pump in pristine condition. 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]

WANTED**ID WIPER MOTOR**

12 volt wiper motor to suit ID. Contact either Rob Little [03] 5823 1397, spareparts@citroenclassic.org.au or Les Farrer [08] 9430 5274. [30/03]

