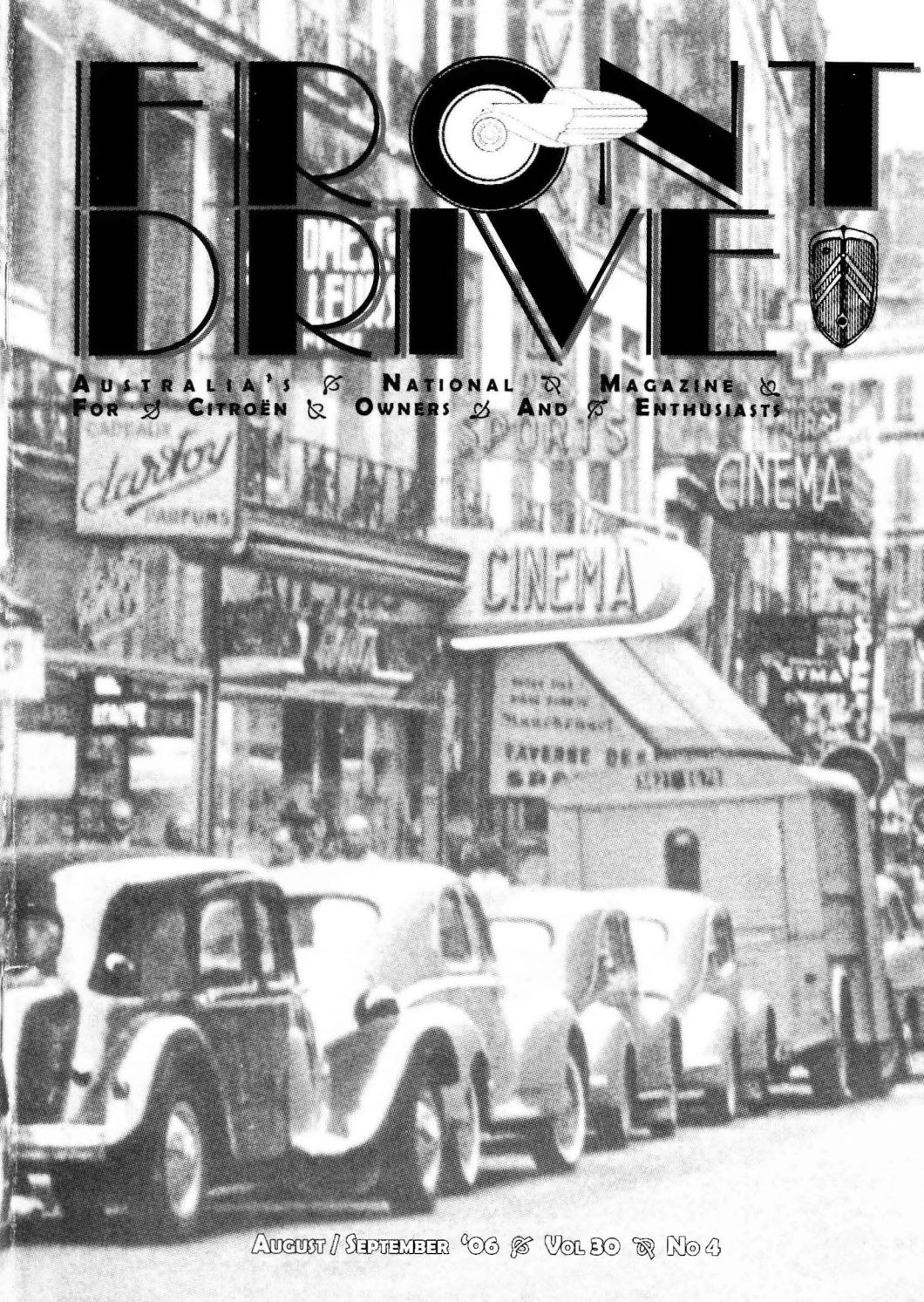




# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



AUGUST / SEPTEMBER '06 Vol 30 No 4

**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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

**COVER IMAGE**

The cover image is taken from the Traction Avant Nederland calendar and depicts Rue du Faubourg, Montmartre, Paris, 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:

Peter Bourne, Andrea Fisher, John Fleming, Rob Little, and Jeff Pamplin.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, September 8.

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**CITROËNING****PLATES**

your annual CH renewal to PO Box 52, Balwyn. Please do the right thing and enclose a stamped, addressed envelope.

**ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?**

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

**FOR SPARE PARTS & TOOLS**

Contact Rob Little. Phone: [03] 5823 1397 [spareparts@citroenclassic.org.au](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.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroen.aconline.com.au](http://www.citroen.aconline.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)



Welcome to the August/September edition of 'Front Drive', which has as its theme Panhard et Levassor. While this marque ended its days as a part of the Citroën empire,

it had existed since the earliest days of

motoring. Riley might have claimed to be 'as old as the industry, as modern as today', but that could equally have applied to Panhard.

The impetus for this feature has been John and Tricia Fleming's Panhard X45, which was the subject of a short article in the last edition. John has, this time, shared the full story of the car, its acquisition and restoration.

This has been coupled with a potted history of the marque – 'Limelight to Twilight', which has been derived from an article that first appeared in 'Automobile Quarterly', in 1967.

How's the clutch in your Traction? WA member, Peter Bourne, has provided information on updating your old clutch to a modern diaphragm clutch, from Mitsubishi. Rob Little in his associated article asks whether this straying from original is a good idea or not. I remember years ago an article appearing in 'Front Drive' advising on how to fit [the then readily available] drive shafts from an Austin 1800. The view at the time was that if this meant your Traction stayed on the road, that was the important thing. If fitting a Mitsubishi clutch makes

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your Traction easier to drive and therefore more likely to be driven, I would ask, 'Why not?'

Lots of A-Tractions and lots of classified ads...

Relentless,  
Leigh F Miles – Editor



Hello everyone. The warmer weather is just around the corner, and there will be lots of events coming up, to take advantage of it. By the time you read this, the Acheron Way run will have been held – this looks like being a good day.

Check out A-Tractions for details of future events. In particular, the club auction will be a good way to send some of those items you no longer need to a worthy home [go and get them out now!], or to acquire something you were looking for [although note, the club's traction has now been disposed of]. Even if you are not buying or selling, it is a good chance to socialise, with plenty of space under cover. Thanks Mark and Sue for hosting this event again.

Also, the Wonthaggi Coal Mine trip should be good too, and another good chance to take your car out for a spin in the country.

Unfortunately, I do need to make a couple of repeat requests: firstly, we still get people turning up on spec to club events despite an RSVP being requested. We would not like to have you wait all alone in a carpark somewhere; on the other hand, I am envisioning the potential for several people to turn up – except for the poor organiser, who does not come because he had no replies and therefore thinks that no one is interested. It is a small ask; a phone call or email,

to support the people who are doing so much work for the club.

Also, we really do need offers of assistance: CCCV need several judges for the Citroën Concours they are

hosting this October. Contact Peter Dekker to volunteer your services. CCOCA is also looking for your help to run the French Car Festival, which we are hosting in Feb 2007. Preparations are under way, but to date everyone is sitting on their hands, so the work is being done by Leigh Miles, Ian Sperling and myself again, in addition to doing the best we can with all our existing commitments to the club. The French Car Festival tasks divide up easily into smaller bits, so if you can give us even a small amount of help we really would appreciate it.

Andrea Fisher



PREZ SEZ

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

## A-TRACTIONS

### ● AUGUST MONTHLY MEETING: GUEST SPEAKERS – MAKING A DREAM: A ONE-OFF SPORTS CAR

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

Peter Nankervis and his son Paul are both 'car guys'. Peter worked for over 30 years as a car stylist at GM Holden and Paul was always fascinated by his craft and the whole business of car engineering and design.

In about 1988 Paul made some sketches of his dream car and in about 2002 construction began on a chassis inspired by Ron Champion's book on making Lotus Clubman replicas. The

design is right up with current thinking and has some novel innovations. Then followed work on the styling and body... come on the journey as Paul and Peter explain and show how they approached making a one off car.

### ● SEPTEMBER

#### SHEPPARTON SWAP MEET

WHEN: September 9 and 10  
TIME: From 7:00am  
WHERE: DECA, off Wangamui 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...

#### CCCV CLUB NIGHT

WHEN: Wednesday, September 13  
TIME: 8:00pm  
WHERE: CCCV Club Rooms  
BOOKING: Not required



CONTACT: Peter Dekker  
04 2570 3899  
petermelbs@yahoo.com

Guest speaker, Graeme McDonald will talk on car electrics.

### CCOCA AUCTION 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 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

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

Come and join your Citroënist friends for an evening of chat, news and views. Supper? Of course!

### CCCV DAY RUN

WHEN: Sunday, September 30  
CONTACT: Peter Dekker  
04 2570 3899  
petermelbs@yahoo.com

### ● OCTOBER DAY RUN: STATE COAL MINE – WONTHAGGI

WHEN: Sunday, October 8  
LEAVE: 11:00am  
FROM: Brandon Park Shopping  
Centre, Springvale Rd,  
Melway 71, C9  
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

## A-TRACTIONS

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 theatre 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 K192 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.

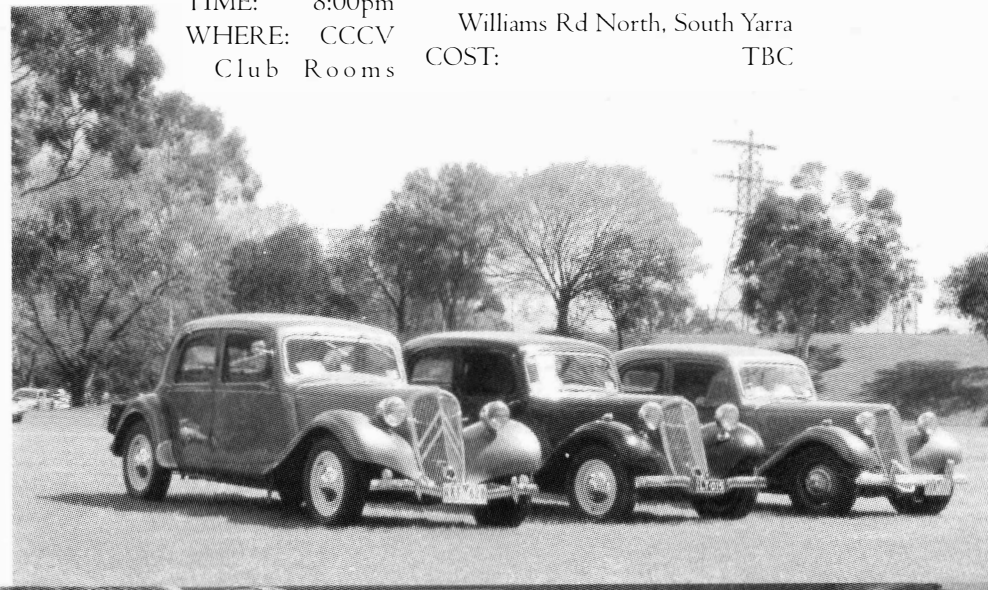
The 1930s depression severely affected the State Coal Mine. A significant number of men were laid off in 1932. Industrial unrest followed, with a 5 month strike ensuing in 1934.

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. When the last mine closed in 1968, only 100 men remained.

The town of Wonthaggi survived by encouraging the establishment of other industries.

## CCCV AGM & CLUB NIGHT

WHEN: Wednesday, October 11  
TIME: 8:00pm  
WHERE: CCCV Club Rooms



BOOKING: Not required  
CONTACT: Peter Dekker  
04 2570 3899  
petermelbs@yahoo.com

AGM and club night.

## CCCV-CCOCA PRE-CONCOURS DINNER

WHEN: Saturday, October 22  
TIME: From 7:00pm  
WHERE: Dick Whittington Tavern  
32 Chapel St., East St Kilda  
BOOKING: Not required  
CONTACT: Peter Dekker  
04 2570 3899

petermelbs@yahoo.com

## ALL CITROËN CONCOURS D'ELEGANCE

WHEN: Sunday, October 22  
TIME: From 10:00am  
WHERE: Como Park North,  
Williams Rd North, South Yarra  
COST: TBC

BRING: Chair, picnic lunch,  
suntan, sunglasses, refreshments  
BOOKING: Not required  
CONTACT: Peter Dekker  
04 2570 3899

## A-TRACTIONS

petermelbs@yahoo.com

CCCV are looking for assistance in judging the All Citroën Concours. Contact Peter Dekker to volunteer your services.

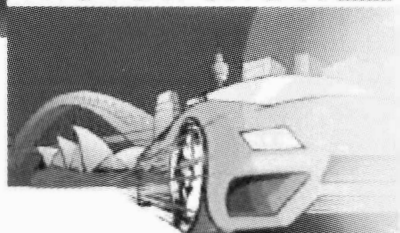
## MONTHLY MEETING

WHEN: Wednesday, October 25  
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

Come and join your Citroënist friends for an evening of chat, news and views. Leigh Miles will have visited the Citroën Conservatoire while in Paris and he will show pictures and tell stories of his European exploits. Remember, the Citroën Conservatoire is not open to the public – so this way you will at least see the world's best Citroën collection, by proxy.

## SYDNEY INTERNATIONAL MOTOR SHOW

AUSTRALIAN INTERNATIONAL MOTOR SHOW



WHEN: Thursday, October 26 to  
Sunday, November 5  
TIME: Thursday Oct 26  
5:00 to 10:00pm,  
Weekdays: 10:00am to 10:00pm  
Saturdays: 9:00am to 10:00pm  
Sunday Oct 29: 9:00am to 9:00pm  
Sunday Nov 5: 9:00am to 7:00pm  
WHERE: Sydney Convention &  
Exhibition Centre at Darling  
Harbour, Sydney  
COST: Adults: \$17.00,  
Under 16 & Seniors: \$10.50,  
Under 5: Free  
BRING: Chair, picnic lunch,  
suntan, sunglasses, refreshments  
BOOKING: Not required  
CONTACT: bendigoswap@  
impulse.net.au or  
<http://www.bendigoswap.com.au/index.htm>

See what's on show from Citroën at the Sydney show on page 12.

## ● NOVEMBER

### CCCV CLUB NIGHT & AUCTION

WHEN: Wednesday, November 8  
TIME: 8:00pm  
WHERE: CCCV Club Rooms  
BOOKING: Not required  
CONTACT: Peter Dekker  
04 2570 3899  
petermelbs@yahoo.com

Club night and auction.

### BENDIGO SWAP MEET



WHEN: Saturday, November 18 &  
Sunday, November 19  
TIME: Saturday from 6:00am,  
Sunday from 7:00am  
WHERE: Prince of Wales  
Showgrounds, Holmes Rd.,  
Bendigo  
COST: Saturday: \$8.00,  
Sunday: \$5.00,  
Weekend Pass: \$12.00  
BRING: Chair, picnic lunch,  
suntan, sunglasses, refreshments  
BOOKING: Not required  
CONTACT: bendigoswap@  
impulse.net.au or  
<http://www.bendigoswap.com.au/index.htm>

The new Bendigo Exhibition Centre is now complete, and was used for the first time for the 2005 Swap. By all accounts the new facility was an outstanding success. It provided space for new and improved indoor sites, with new stall-holders, and improved visitor facilities.

Special Display: The special display for 2006 will be provided by the Victoria Police Historical Society's 'Living History Group'. It will include Uniforms, Vehicles and Videos, and will be located within the Bendigo Exhibition Centre, sites B-33 & B-42.

Highlights:

✂ Over 1500 reserved sites - indoor and outdoor.

✂ Show and Shine Display Cars are BACK! Eligible Club and Special Vehicles will be on show. If you would like to enter your car in the 2006 Show and Shine, full entry details and application forms are available on the website.

✂ Large number of Trade and Club Stands.

✂ Steam and Oil Engines displayed by the Bendigo Steam and Oil Engine Preservation Group inc.

✂ Motor Bike Display presented by the Bendigo Historic Motor Cycle Club.

✂ Full 'On Site' Catering by non profit volunteer groups.

✂ Extensive Toy and Model Car show – many new Table Holders and Products will be on show.



A new Picasso, never seen before in public, will make its world debut in September in Paris before joining the largest-ever exhibition of its type in Sydney.

## C4 PICASSO IN SYDNEY

However, this is not an artwork by the renowned Spanish surrealist artist and sculptor; it is the new Citroën C4 Picasso, which, like its legendary namesake takes an innovative and fresh view of the medium size people-mover to produce something that is fresh and new.

The C4 Picasso is the successor to one of the Citroën's most successful cars of all time, the Citroën Xsara Picasso, a car that came close to an Australian debut but was kept out of this market by exceptional demand in Europe. During the life of the Xsara Picasso, its market sector grew from nearly nothing to being a major market sector in Europe and Citroën can be forgiven not having the production capacity to match that substantial growth in demand.

'We came very close to launching the Xsara Picasso in Australia a couple of times,' explains Miles Williams, General Manager of Citroën in Australia. 'But demand in Europe was so strong that there was no spare capacity left for the Australian market. Therefore, we have had to bide our time waiting for the Citroën

C4 Picasso. Citroën now know the size of this market sector and have factored in Australia's requirements from day one. This means that we can preview the Citroën C4 Picasso

at the Sydney Motor Show and plan for sales to start

in early 2007.'

The arrival of the Citroën C4 Picasso, debuting at Australia's largest motor show, the Australian International Motor Show in October, before going on sale in 2007, could not come at a better time for Australia.

The growth of the medium and small people mover market in Europe during the 1990s was fuelled by rapid rises in fuel prices and increasingly crowded roads along with customers who still wanted space and flexibility for families and lifestyle activities. Into this came the Xsara Picasso. Almost the same length and width as a normal small hatch back, but considerably taller, boosting interior space to provide five full size adult seats, a massive boot and huge flexibility. It even had its own built in shopping trolley! But, despite all this space and flexibility, its running costs were similar to the normal Citroën Xsara hatch and it was as easy to drive as small car.

The significance of medium and small people mover market can be measured by the fact that the top

small and medium people movers using sell individually more than the entire full size people mover market added together! Indeed, in Europe they called the 1980s the decade of the hot hatchback and the 1990s the Mini People Mover decade.

'As our fuel costs are rising and our roads are increasingly crowded, more and more motorists are having to reconsider their attachment to four wheel drive cars as a solution to space requirements family and lifestyle transport,' says Miles Williams. 'The Citroën C4 Picasso is the ideal alternative, building on all the benefits of the Xsara Picasso, adding new ones, such as seven seats, and providing a new family transport solution for Australia.

We believe that the C4 Picasso could prove to be one of our most successful cars.'

Like the Xsara Picasso, which was built on the Xsara platform, the C4 Picasso shares its platform with the award winning Citroën C4 and continues many of the styling themes that have won the C4 design awards around the world.

Making its world debut at the Paris International Motor Show in September before arriving in Australia in October, the Citroën C4 Picasso offers a range of significant improvements not just over its predecessor but also its rivals:

✧ An uncluttered front compartment with an innovative drive sta-



tion and the new 6-speed electronic gearbox system,

✧ Class-leading space in the passenger compartment and boot,

ing a colour on the control cluster, and the air conditioning screens at either end of the dashboard are illuminated by yellow lights.

Passengers can use the handy reading lights built into the back of the front seats and if

they reach into the storage cubbies in the door panels, a light comes on automatically to help them find what they are looking for. In addition, a hand-held torch that automatically recharges when the vehicle is in motion is stored in the boot.

The Citroën C4 Picasso is an exceptionally spacious vehicle. Its architecture and dimensions [4.59 m long, 1.83 m wide and 1.66 m high] make for a roomy interior. The three rows of seats can comfortably accommodate up to seven passengers:

C4 Picasso offers class-leading elbow room for all three rows of seats.

There is more space between the front seats than in any other vehicle in the segment. This extra room makes it easier for occupants in the front and rear to communicate with each other and provides greater visibility for the occupant of the second-row middle seat, who can enjoy the view through the panoramic windscreen.

✧ Innovative seat-folding functions that allow the interior layout to be reconfigured quickly and simply, thus accommodating up to seven occupants comfortably,

✧ Unparalleled interior comfort with temperature control, sound-proofed windows and air quality sensors,

✧ A comfortable ride and a pleasant drive, with Air Suspension at the rear.

With the fluid and harmonious profile of a true thoroughbred, the C4 Picasso has all the hallmarks of a Citroën. Continuing the trend set by the brand's latest models, this new people mover boasts some unique features that make life on board simpler and more enjoyable for its occupants.

The passenger compartment remains just as welcoming and atmospheric at night thanks to a host of original lighting sources, such as light guides under the front fascia, in the door panels and in the headlining that diffuse soft, gentle light inside the vehicle. Lighting can be customised day and night by select-

The three second-row seats are all of equal width. As in the Xsara Picasso, the floor is flat for greater ease of movement and a more comfortable seated position for the occupant in the middle seat in the second row.

There is more leg room in the second row than in any other vehicle in the category.

The third row of seats can accommodate two more adult passengers, with footwells for added comfort.

Close attention has also been paid to the comfort of the Citroën C4 Picasso, especially the quality of the suspension – a constant priority for Citroën. The air suspension at the rear offers a number of advantages:

Increased comfort for all the passengers.

A stable vehicle ride level, irrespective of the load.

A smoother and safer drive, regardless of load.

'The Citroën C4 Picasso is crammed with unique features and it is exceptionally easy to use,' says Miles Williams. 'It will be one of the most important new arrivals in 2007 and a must-see at the Sydney Motor Show for anyone planning to buy a family car in 2007.'

Full specifications and prices for the Australian market Citroën C4 Picasso will be announced when it goes on sale in Australia in early 2007.



## C4 PICASSO IN SYDNEY



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

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!

## CIT-IN '07 - MANSFIELD

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

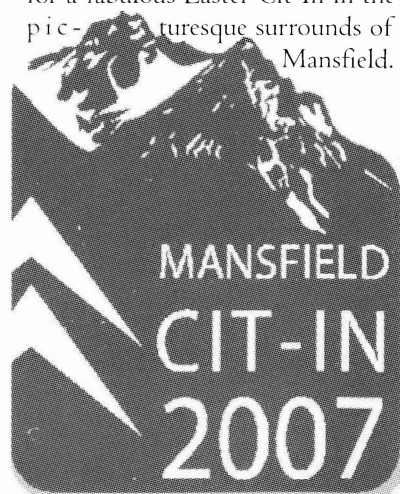
The recreation hall in Hightett St. will be the nerve centre of the Cit-In and registrations will be taken at that venue. The display of vehicles will be on Saturday 7 April on the oval near the Botanic Park and, on the same day, Mansfield hosts its

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 chair lift also operates on the mountain. Watch for the Mansfield Balloon Festival in early April if you are planning a holiday before the Cit-In.

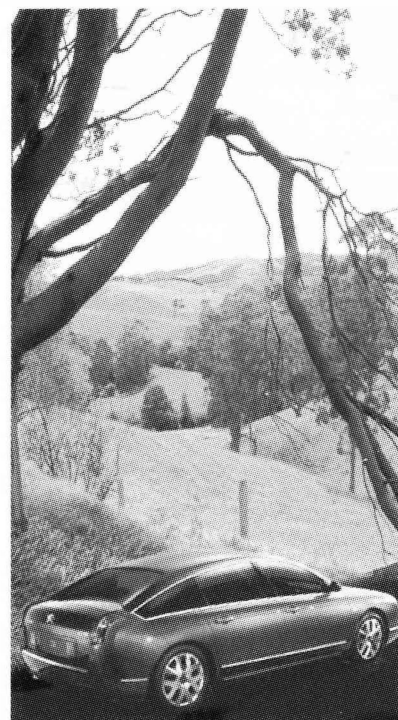
A variety of activities (including a few surprises) has been planned. We look forward to your company for a fabulous Easter Cit-In in the picturesque surrounds of Mansfield.



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 Hightett 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.

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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.

### EASTER PROGRAMME

Friday 6 April

## CIT-IN '07 - MANSFIELD

☞ Registration all day from 11:00am

☞ Welcoming supper in the evening

Saturday 7 April

☞ Display of cars

☞ Special events

☞ Delicious dinner

Sunday 8 April

☞ Social events, touring & technical activities

☞ Presentation dinner

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

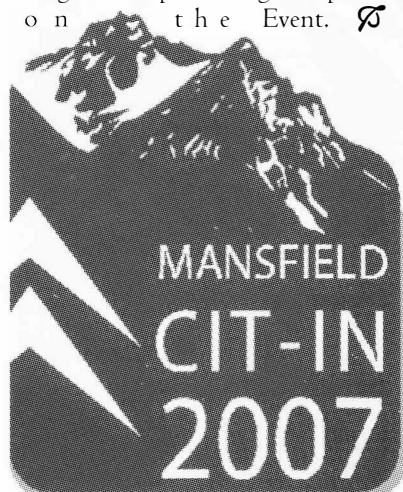
Cit-In Registration forms will be available from all car clubs and on the CCCV website. For your convenience payments can be made by direct debit, by credit card or by cheque.

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](mailto:akirkcau@bigpond.net.au)

CCCV Website: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)

CitIn Website: [www.citin2007.info](http://www.citin2007.info) is up and running and will provide regular updates on the Event. ☞



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I have been interested in the old car hobby since childhood, when we drove our Dinky toys along cliff side roads carved into the side of the tabledtrain, on the

Panhard and Levassor produced 5,132 motor cars.

This car was ordered from the Paris factory by The Paris Deluxe Car Co. of Bank Place, Melbourne and assembled on April 23, 1924. As Australia used

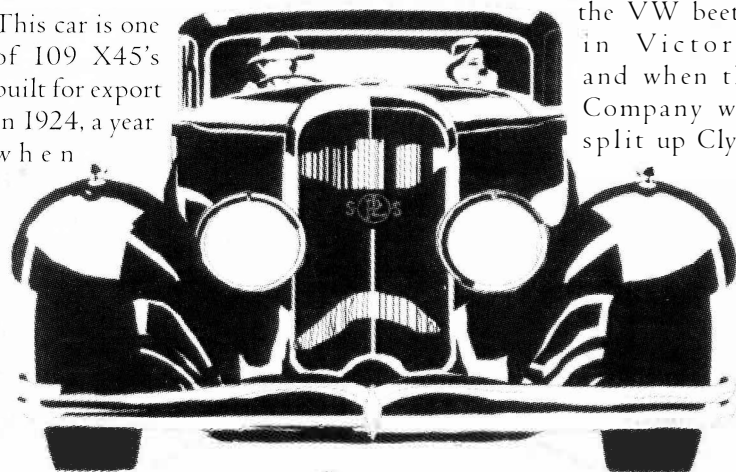
imperial measure at the time, the speedometer was ordered in miles per hour and appears on the factory manifest as such. It came in as rolling chassis, Martin and King of High Street, Malvern built the tourer body. Martin and King built bodies for several other Panhard and Levassor as well as Delage, Alvis, Rolls, Daimler and other English and Continental chassis.

As an aside, Martin and King made railway rolling stock and later the VW beetle in Victoria and when the Company was split up Clyde

hill outside the family home in country Victoria. The tabledtrains have long since gone: replaced by neat concrete curbside gutters and the Dinky toys have developed into a collection of French motorcars, of which the Panhard is one.

Panhard and Levassor were at the forefront of the early motor manufacturing industry in France, having vehicles sold and on the road in 1895. By 1900 they were building 630 vehicles a year with 18 of them exported.

This car is one of 109 X45's built for export in 1924, a year when



The logo of Les Doyennes de Panhard et Levassor.

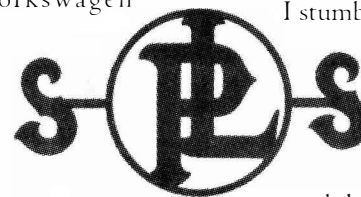
**LES DOYENNES DE PANHARD & LEVASSOR**

Engineering took the railway work and VW Germany purchased the body building enterprise. Mr WJ King became the Managing Director of Volkswagen Australia.

The car's first owner is listed as Mr George Long of Ascot Vale.

To the best of our knowledge 77 Panhard and Levassor's of various models were imported to Australia between the wars, sadly very few remain; there is one in NSW belonging to a CCOCA member, two in Victoria and one in Tasmania. We know of four exported back to Europe and several other bits and pieces. Which takes the tally to 11 cars accounted for. If

anyone has information about the whereabouts of any of the other 66, parts or whole cars, please let us know.



I stumbled on the Panhard while searching for a rear wheel drive Citroën: the hunt was not bearing fruit

and the Panhard company was purchased by Citroën in 1965, the car seemed a good second choice.

In about 1960 what is now our car, was in the possession of its fifth owner: Brian Dean. He simply stored the car for about 35 years. The late David Mills purchased the car from Brian in 1996 and it then underwent a complete restoration. Unfortunately, David



John and Tricia's Panhard parked next to Colin Keil's 1912 Star during the Centennial Essay run in 2005.

never experienced the car's full potential, as he died before the motor was properly tuned and able to run for more than a few minutes.

with an intimate knowledge of the vehicle so it was not long before we had enough information to complete the restoration of the engine.

## MEMBER'S MODEL

Tricia and I purchased the car from the estate in 2005.

When we got it home the first job was to get information about to engine so we could complete the restoration. We joined 'The Doyennes de Panhard and Levassor' a French group of enthusiasts among whom, like in our Citroën club, we found people

General view of motor dismantled to re-set timing etc.

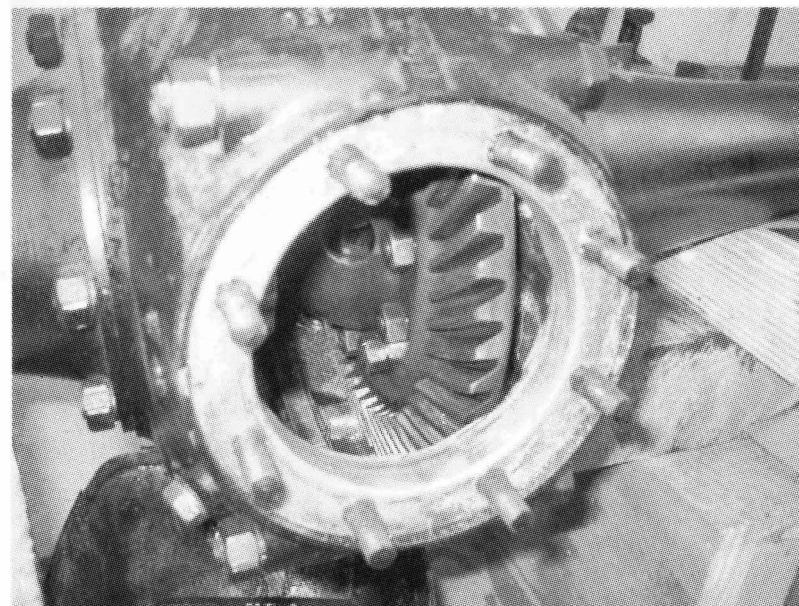
configuration of 2,297cc capacity. The sleeves are lightweight steel. It has cross flow aspiration and a dual throat carburetor, with a cold start valve, which can be used to alter the mixture for heavy pulling. The lubrication is splash fed with about 11litre held in small wells in the sump and saddle tanks to hold the rest of the oil, which is injected into the number four

The motor is a four cylinder double sleeve valve

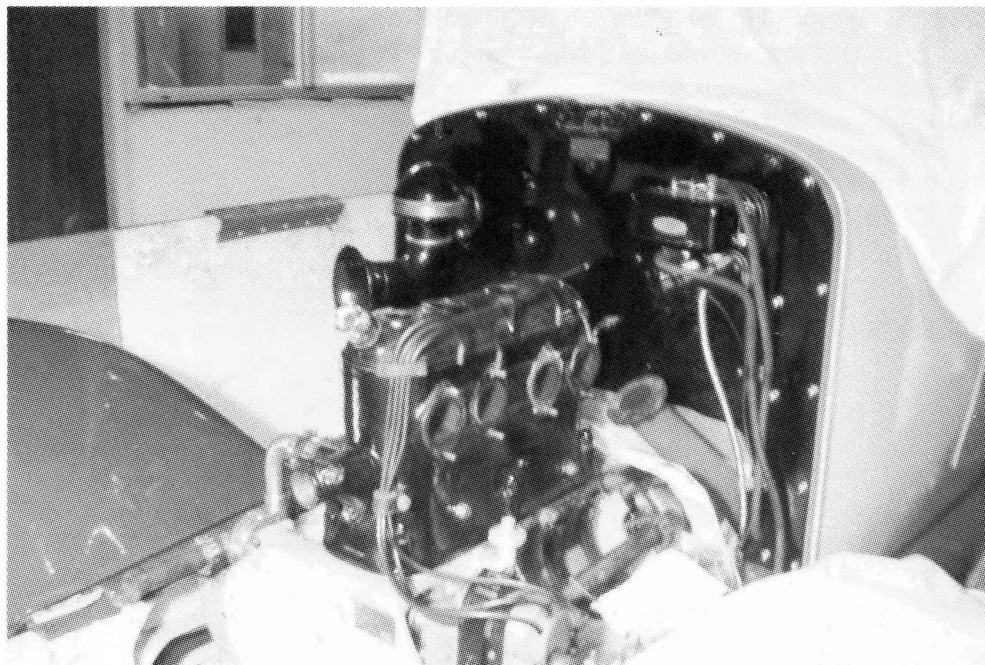
cylinder sump well according to the position of the throttle opening. From there it is splashed onto the crankcase walls and runs forward to number 3 and so on until it arrives at the front of the crankcase where it runs into the

timing case and is lifted by the chain back into the saddle tanks at the top of the engine. The spark is by magneto with auto advance.

It has a four speed gearbox with the gear and hand brake levers on the right of the driver. A torque



Above: Crown wheel in differential housing. Below: Pinion and broken teeth.



tube is used, with the thrust being taken by a crossmember behind the gearbox. Four wheel brakes are activated by rods attached to the foot pedal and a cross shaft.

## MEMBER'S MODEL

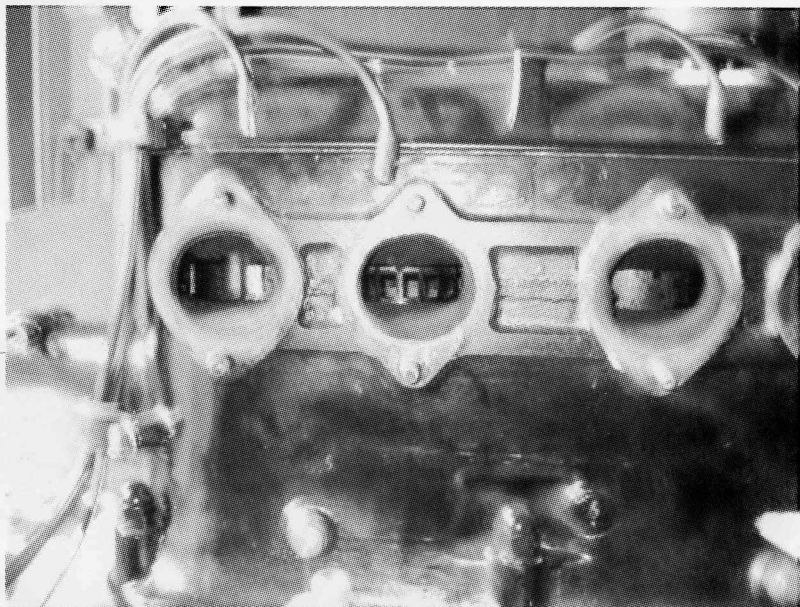
The tasks to complete the restoration were to reset the sleeve valve-timing, find the right heat range spark plugs, set up the magneto and get the dynastart correctly wired. The fuel is delivered to the carburettor by pressurizing the fuel tank via a hand pump prior to starting and then by a small air pump mounted on the side of the motor, driven by the secondary crankshaft. Unfortunately, there were two and

a half teeth broken off the pinion and I suspect it was left in gear when it was freighted from Coffs Harbour to Melbourne. We found them in the bottom of the diff

housing with metal filings around.

After replacing and machining the teeth, it was time to change the oil throughout the car and test it on the road. After several runs, we decided that it could undertake a rally so we entered in the Bairnsdale to Ensay centenary run in October 2005 the car ran faultlessly and was much admired.

This event commemorated the centenary of the first car trip from



View of Engine with exhaust manifold removed showing the two concentric reciprocating sleeves.

Bairnsdale to Ensay, made by an Argyll car on October 1, 1905.

Our local historical car club organized the rally, and was lucky to find an Argyll to lead the cars from Bairnsdale.

Of the 250 entries, there were:

15 veteran cars, including 1906 Argyll, 1904 De Dion Bouton, 1913 GWK, 1902 Curved dash Oldsmobile, 1912 Star [Doyennes member Colin and Maxine Kiel] and a 1914 Talbot.

36 vintage cars, including 1927 Bean, Fiat 509S bateau, 1928 Lea Francis, 1926 Rugby and of course our 1924 Panhard and Levassor X45.

The rest of the cars were built between 1931 and 1980.

The weather was fine and warm; all participants gathered at 7am, at a big parkland in Bairnsdale. The cars were dispatched in order of age to allow time for the slower veterans to complete the 80km by lunchtime. Colin Kiel's Star got away early with the Panhard and Levassor leaving soon after. We stopped 30kms along the way for a drink break and to change passengers.

The road climbs from the coastal plain through farming land into the southern dividing range and through many kilometres of native Australian bush with large gum trees and wild flowers along its edge. As the sun flickered through the trees and the old cars chugged up the hills we agreed how lucky we are to live in such a beautiful





place. Then the scenery opens out as the road follows a river into the grazing land of the Ensay district with many cattle and sheep grazing in the fields.

in Bairnsdale in time for a grand dinner in the evening.

In February, our X45 was voted Car of the Year at our annual Gippsland Historical Automobile

club get together and now is featured on the front

of our monthly Newsletter. It also went to the 2006 French Car Festival.

The car will be on display in the foyer of the RACV Club in Bourke Street Melbourne from August 24 to September 23 as part of the RACV heritage car series.

John and Tricia Fleming

Our destination was the Ensay sports field. Lunch was served to the 500 people taking part in the rally. Ensay has a population of 60 people so it was quite a job.

When all the cars arrived they filled the field to capacity and made a remarkable sight.

The return journey went without incident and apart from two breakdowns all cars were back



## MEMBER'S MODEL



The Panhard et Levassor works lay in the south-western corner of Paris on Avenue d'Ivry – a scattered group of buildings, old, dirty and to all appearances, disorganised. There, in 1954 some 5,500

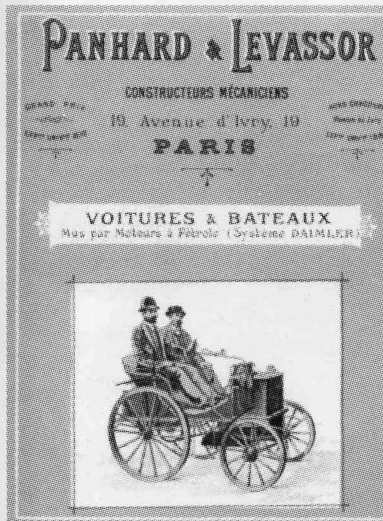
workers produced 65 cars every working day. Panhard et Levassor boasted a glorious past, being the oldest make of car in the world in continuous manufacture. Well, continuous until Citroën closed them down in 1967. Mercedes Benz claim to have invented the motor car and to have built the first car and the history of Panhard et Levassor and Mercedes are intricately linked. Daimler was an engine man, Panhard made wood working machinery. Panhard might never have ventured in automobile

manufacture had the Daimler engine been unavailable and the Daimler Motoren Gesellschaft may not have become so serious about motor cars if not for the influence of Levassor

on Gottlieb Daimler and Wilhelm Maybach.

If there could have been no Panhard car without Daimler, there certainly would not have been one without Levassor.

Emile Levassor was born in 1843 and met Panhard as a student at the Ecole Centrale in Paris. Following graduation, they separated – Panhard to work for a wheel company, where he married the



Left: 1892 advertisement for Panhard et Levassor motorcars and boats, powered by Daimler engines. Right: 1897 Panhard.



boss's daughter and Levassor to work in the machine shops of John Cockerill in Belgium. After five years in Belgium, Levassor returned to France in 1869. Panhard had in

## LIMELIGHT TO TWILIGHT

1867 become a partner in the wood work machinery business of Paul Penn, who had invented the band saw. By 1871, Penn and Panhard had outgrown their premises and Panhard was looking for a new site. He called on Levassor to equip and run the new factory at Ivry.

Penn died in 1886 and the company became Panhard et Levassor; within four years Levassor was driving a car of his own design and construction. However, the business' first foray into the automotive world was via a contract to manufacture Deutz petrol engines in France. Daimler was the chief engineer at Deutz and after romancing the widow of Daimler's French representative [another old school chum, Edouard Sarazin], Levassor visited

Left: 1912 Coupe  
Right: 1898 Panhard Tonneau.

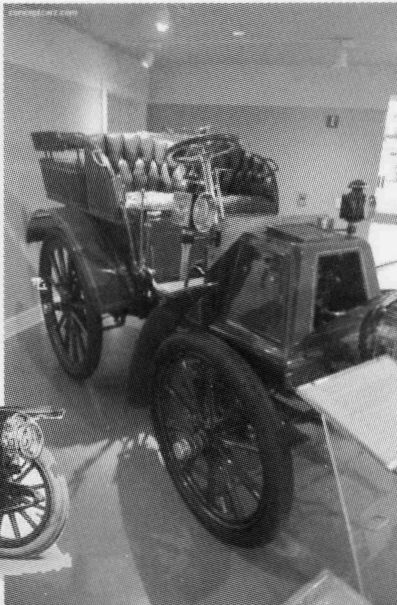
Daimler for the first time in

1888. Here he saw all the existing applications of the Daimler engine – a horseless carriage, a motorboat and a tram. In 1889 M. Sarazin was formally appointed as exclu-

sive distributor for Daimler engines in France. Sub-

sequently Panhard et Levassor were contracted to manufacture engines under Daimler's patents. M. Levassor received a 20% royalty – 12% of which went to Daimler. Levassor seems to have been the principal negotiator for both parties! In 1890, Levassor married Louise Sarazin and he found himself in control of the French rights to the Daimler engine and the engineering head of the only licensee.

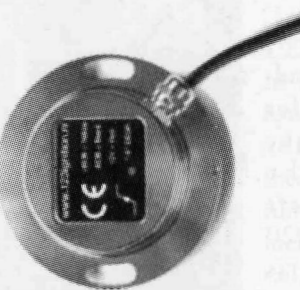
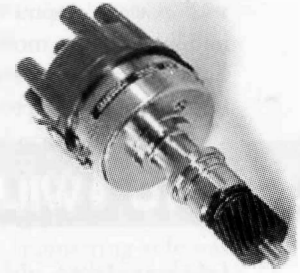
The first Panhard car appeared in



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the machinery business into the motorcar development programme and by 1898 the motorcar business had become more important than machinery manufacture.

Levassor took out his first patent in August 1891, which concerned improvements in the ignition system. He discarded Daimler's belt drive, replacing it with a gearbox and clutch. Thus, Levassor is credited with developing the

systeme Panhard – arranging a car with its radiator, engine, clutch, gearbox, driveshaft and final drive to the rear axle in an orderly line down the centre of the chassis. From then until at least 40 years later [for 70 in the USA and Japan], that logic was never seriously challenged.

Levassor died as the result of injuries received in a motor car accident in 1897 and Panhard died in 1908. The running of the business passed into the hands of Panhard's son, Hippolyte, and his nephew, Paul. Paul, as a ten year-old had ridden

with Levassor in the first test drive in 1890, and served as President from 1916 until the completion of the Citroën take-over, in 1965. The engineering side of the business was in the hands of Commandant Arthur Krebs, a military engineer of strong will and firm opinions.

It was Krebs who embraced Charles Y Knight's new sleeve valve engine in the first decade of the twentieth century and therefore freed Panhard from the royalty payments to Daimler in 1914. Panhard's early experience with the sleeve valve engine directly influenced other French carmakers. Louis Dufresne worked as an engineer for Panhard when the company was developing its second-generation engines. He left Panhard to work on a large car project with André Citroën in about 1917. Citroën abandoned this project – preferring to con-

centrate on small vehicles and sold the project to Gabriel Voison. The resulting Voison engine included a good many Panhard features. In 1927 Dufresne joined Peugeot and designed another sleeve valve engine for a maker who had ignored the Knight engine until then.

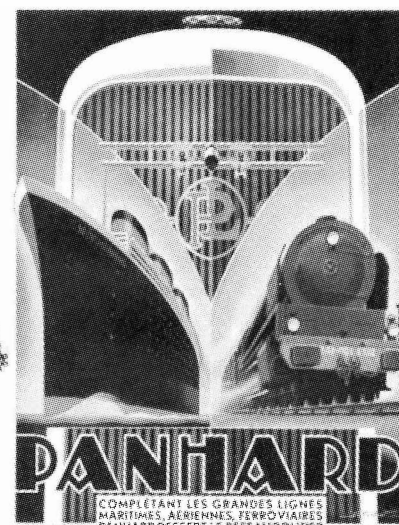
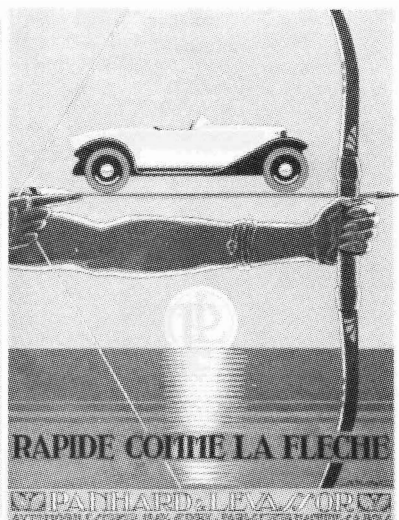
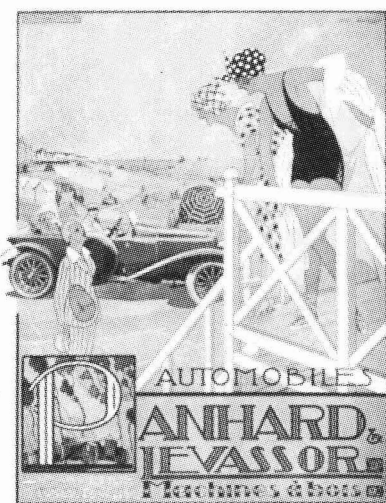
By 1919, the engineering side was in the hands of Eugene Gorju, who expanded the model range and set standards for a whole new generation of Panhard cars.

He wanted high quality and passenger comfort, even in the lowest priced models and his idea of a 10CV light car was not in the light car genre of Citroën, Peugeot or Renault. The 10CV Panhard, introduced in 1919 was massive, roomy and under powered. Under Gorju's direction Paul Defly and Charles Schaeffer created six and eight-cylinder models with four main bearing

By the 1930s Panhard was well established as a maker of fine motor cars, as this advertisement [left] from 1930 shows. In 1932, Panhard were still advertising their manufacture of equipment used in rail, air and sea travel.

## LIMELIGHT TO TWILIGHT

February 1890, although it was not until the following year that its first significant outing occurred – a journey from the Paris works to Versailles. By July of that year, Levassor had received ten orders, and he proceeded to redesign the car. The early prototypes had the engine centrally mounted and Levassor moved the engine to the front in pursuit of diminished road shock and vibration to the power train. Six cars were delivered that year. Panhard patiently allowed Levassor to divert much of the profits from



Evocative advertising for the marque from the 1920s. Left is from 1920 and right is from 1922.

crankshafts. The eight-cylinder cars had two two-barrel carburettors; the two barrels in each set to open in two stages. Defly and Schaeffer, incidentally, invented what has be-

come known as the Panhard rod: the transverse bar placed behind the rear axle to control lateral axle movement relative to the frame. It was introduced as standard equipment in 1930.

## LIMELIGHT TO TWILIGHT

As with many early motorcar companies road racing was an important component of the proof of the marque's reliability and provided new development opportunities. Whilst Panhard et Le-

vassor had discontinued racing in 1907, in the mid-'20s they became interested in the one hour land speed record. Paul Panhard believed if he could combine some racing activity with a demonstration of reliability

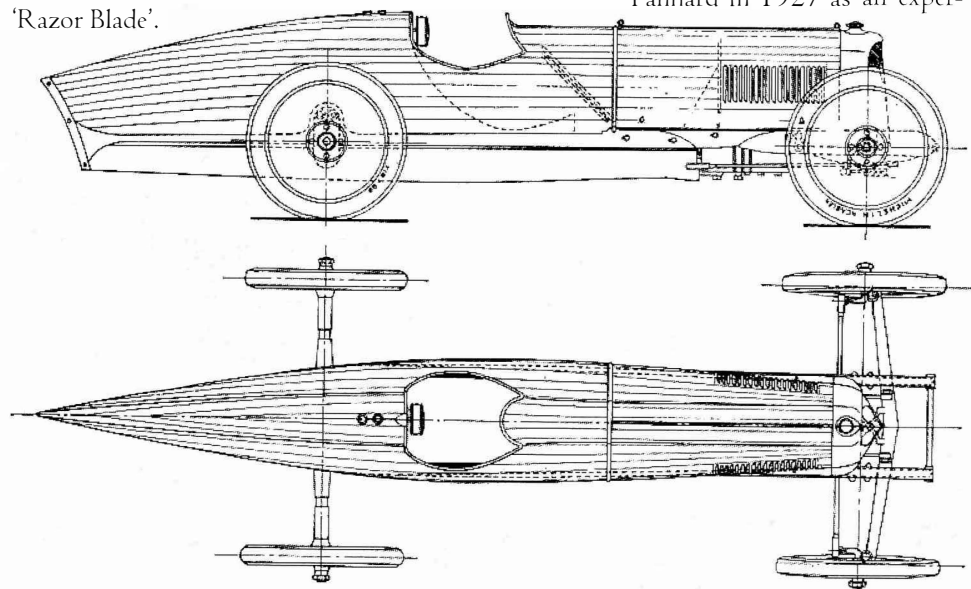
he could justify the necessary financial commitment. The first of the Panhard record cars was a tall, thin machine whose appearance earned it the nickname 'Razor Blade'. In 1926, the 'Razor Blade', with a 4.8litre engine, took the one hour record with a speed of 118mph [190kph]. Panhard lost it again in a matter of months and Panhard did not regain it until 1932, with an average speed of 129mph [208kph]. In 1934 the record was re-captured at a speed of over 130mph [209kph]. Louis Bonnier, who had joined Panhard in 1927 as an exper-

imental engineer, built these record-breaking cars. He also had a profound influence on Panhard's production cars. Bonnier, a keen driver, was bothered by the thick A-pillars and resulting poor side vision in cars of the period. This led him to design a windscreen of 'integral vision'. Instead of one thick A-pillar, Bonnier used two thinner pillars, with separate curved corner windows. The design was introduced on the 1933 Panhard Panoramique.

In 1930 Pasquelin succeeded Gorju as technical director. He shared Gorju's belief in quality, but also demanded performance, which Panhard cars suddenly acquired after his appointment. He and Bonnier worked to produce some of the most outstanding combinations of engineering and styling that came out

of the '30s. The car was called the Dynamic and it appeared in 1938. It was a crowning effort and the last of the classic Panhards. The Dynamic was a sort of dream car. It was full six-seater with central driving position, unit construction with front sub-frame, low centre of gravity, low drag profile, independent front suspension, with torsion bars, dual hydraulic brakes, panoramic windscreen with dual A-pillars, four-speed constant mesh transmission with free wheel and helical teeth on all gears. The Dynamic had a choice of two six-cylinder engines; 16CV or 27CV. Despite the technical excellence, the Dynamic failed to arrest the downward sales slide that had begun with the Depression. By 1938 the factory was working well below capacity and only 800 men were employed.

The 1926 record breaker – know as the 'Razor Blade'.



By the mid and late 1930s the Dynamic [left, from 1936] and the Panoramique [right, from 1936] were the advertising focus. Both featured Bonnier's windscreen with 'integral vision'.

During the Second World War Paul Panhard worked to frame the Company's post-war policy. The large, expensive, luxurious Panhard was buried. Instead, Panhard would

## LIMELIGHT TO TWILIGHT

make a small, lively, inexpensive car. A suitable design came to his attention in 1944 – a prototype with a monocoque all-aluminium body built by Aluminium Français to promote the use of light alloy. The engineering design was by Jean-Albert Gregoire.

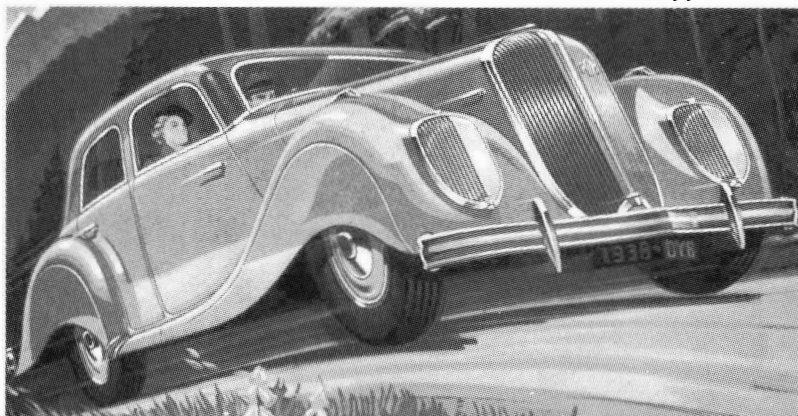
The prototype car had a flat-twin air-cooled engine, front wheel drive, variable rate suspension and a dry weight of around 530kg. Panhard bought the French manufacturing rights and gave Bonnier the task of developing the design for production. The variable rate suspension was dropped, but otherwise the Gregoire concept was adopted in its entirety.

The result was launched in 1948 as the Dyna Panhard. Gregoire sold the same design to WD Kendall in the United Kingdom, who never went beyond prototype stage, and Lawrence Hartnett,

here. Hartnett was faithful to the Aluminium

Français prototype and was still experimenting as late as 1951, but failed to achieve production. The Panhard company sold a manufacturing license to Ernst Loof, who built a number of cars in Germany between 1950 and 1952. Mechanically, these cars were identical to the Dyna Panhard, but the bodies were all enveloping, with smoother lines than the French product.

Panhard's brave decision to put only one model into production, a model of highly unorthodox design, a character totally alien to Panhard's traditions seemed to pay off. Panhard prospered while such grand marques as Delage, Delahaye, Hotchkiss, Salmson and Talbot disappeared.



The Dyna engine of 610cc was designed for small size and low weight. Placed in the nose of the car, it gave a short bonnet and good weight distribution. The first cars produced 30hp. A single central camshaft was placed below the crankshaft, with pushrods and rocker arms to inclined overhead valves. The engine had no rocker arm shaft, but the rocker arms were carried on a spherical seat on the rocker cover studs. Valves were closed by torsion bars, to cut reciprocating weight and shortened the valve stems and therefore the overall width of the engine. In 20 years of development power output was doubled.

In 1949 when AP Tranie became technical director he tied Bonnier into a new project – the Dynavia. This was in exercise to explore the lower limits of engine size and fuel consumption whilst retaining practical speed and acceleration. Inspiration for the body came from jet aircraft design whilst making extensive use of light alloy. The drive train was predominately standard componentry. The Dynavia weighed 850kg, attained 140kph and cruised at 100kph whilst running at 42 miles per gallon [6.7l/100km]. This exercise led directly to the design and production of the Dyna 54. Launched in 1954 it was designed by Tranie and Bonnier. The body was developed in collaboration with the Institut Aero technique de Saint-Cyr and Laboratories Eiffel in Paris. It was constructed of Duralinox and

weighed only 1000kg. The whole car weighed 650kg, could seat six and had a top speed of 136kph. The power unit, complete with drive train and transmission weighed 250kg and an engine displacement of 851cc. 5,964 examples were made in 1953, 13,585 in 1954 and 19,289 in 1955. In 1955 Duralinox was abandoned in favour of steel and the car began to gain weight. The peak year was 1958 when 34,784 Panhards were turned out, in addition to many 2CV vans, for by this time Citroën had taken an interest in the group.

In 1959 the Dyna was redesignated the PL-17 and most of the changes were merely styling modifications. In 1963 Panhard sprang another surprise on the world, the sleek, well proportioned 24 CT. Its 848cc engine was tuned to produce 50hp and in 1964 the 24 BT followed, with 60hp. The new models failed to catch on in the face of increasing competition. The cars were not inexpensive, nor did they offer the customer speed, road-holding or operating economy that could not be matched by other manufacturers.

Even the faithful deserted the marque. The Dyna had ineffective brakes, a weak clutch and a slow column gearchange. So did the 24 series. Sales went down again and in 1965 the Citroën take-over was complete.

This article was prepared from Automobile Quarterly, Autumn 1967.



**THE CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA  
INC IS SADDENED TO LEARN OF THE DEATH OF  
VERN ISAACS.**

**WHILE VERN WAS NOT A LONG-TERM MEMBER OF  
CCOCA, AND AS A RESIDENT OF WESTERN AUSTRALIA  
FEW OF OUR MEMBERS MIGHT HAVE MET HIM, VERN  
WAS A PASSIONATE TRACTIONIST.**

**THE COMMITTEE, AND CLUB EXTENDS OUR  
CONDOLENCES TO HIS WIDOW, JEANIE.**

**SPARE PARTS FUND MEMBERS**

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

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

Jeff Pamplin – Web Wallah The fleet expansion foreshadowed at the end of my last report took place very smoothly. I flew to Brisbane in May taking tent and some camping gear and met Annie Walters, from whom I

bought the 2CV, at the airport with the car. Annie and Dave Noke are former members of CCOCA and will be well known to many of you. They were moving to France to live and kindly packed the car with leftover, but very useful camping stuff to make my trip south more comfortable.

Annie drove the car on the 1992 Raid and it has some modifications, notably the cut-away rear mudguards as per 'Ici Commence l'Aventure'. It has since been reborn



with the original 1984 2CV Club body on a 1978 Dyane chassis and engine, etc. It seemed altogether in too much of a hurry heading down the motorway, well able to cruise [if that word is not totally out of place in describing the locomotion of a 2CV] at the 110kph speed limit, especially when slipstreaming the



Safeway semi-trailers. The big suck of air is very evident in such a light car and effective so far behind the truck that there is no feeling of tail-gating. The smooth and professional

driving home to Melbourne staying by the coast. That was close to 1,000 kilometres for the day with only one more spark plug blowout before I got home, after which it would not stay in at all.

David Gries came around

to fit a helicoil in the head and I later took it to him to be serviced. He cured an oil leak caused by poor vacuum in the crankcase and gave it a thorough going over in preparation for the safety inspection to get club plates and to see what else should be done before the 2008 Raid. I got to be his assistant, spent a lot of time under the car scraping accumulated dirt and grease off everything, and told myself it was probably an essential Raid preparation to get familiar with the underside of a 2CV!

Jeff Pamplin

Ian Sperling – Secretary. While driving my 2CV back from CitIn 2005 in Perth I decided it would be a good thing for trips like this if I had a quicker Citroën. With plenty of time to consider the issue and expecting more long trips in preparing for CCOCA's CitIn '08, I decided I wanted something quicker, quieter and more comfortable. If it was hydraulic that would have to be fun too. You can see I had really thought this through.

I kept to the coast and last camp was a lovely spot, almost on the beach at Coledale. The RSL club there was very lively and welcoming with a good sprinkling of old coal miners who had worked the local pits. I packed the tent dry in the morning and decided to keep it that way by

Several months later I saw a BX 16v advertised locally and eventually brought it home. I must say that it does everything I wanted, combining good grip, a comfortable ride and more power than you would expect from a Citroën. On the open road, it has the effortless long leggedness I was looking for and I have found it a pleasure to drive.

However, after the robust simplicity of the 2CV I was not prepared for the dark side of the BX. As it was later put to me, the BX was part of the first generation of Citroëns that were designed by accountants instead of engineers. I have learnt

about the perils of hydraulic leaks. What is a simple job on most cars can be ridiculously more difficult on a BX. My heart [and wallet] slumped when a steering leak was described as difficult to access, even for a BX. What started as a naive love affair has evolved into an expensive and difficult affair with a temperamental mistress.

Presently there is an intermittent miss, which only seems to manifest itself on the open road. However, once that is sorted I will be enjoying it again.

Ian Sperling

What follows is an article sent to us by Peter Bourne from Perth on how to fit a Sigma diaphragm clutch into your Traction. Many people have asked about diaphragm clutches in Traction

and I believe there was a kit available from someone in the US. Peter has done a comprehensive job of detailing the parts required to be made and part numbers needing to be acquired. Why go to a diaphragm clutch? Well as we know the Traction would have one of the heaviest flywheel and clutch assemblies known to the automotive world, even when you remove the bit that sticks out the front as Jack Weaver

advises, [see drawing] you are still stuck with the clutch pressure plate and it's extremely heavy mounting ring, this modification does away with that heavy component.

I know there are the purists among us who will argue that a modification such as this is departing from the original and may upset the harmonics of the car. I am not prepared to argue the point on these matters because in the case of all of the modifications that can be carried out on Traction it is in the eye of the beholder and if you are happy with your car then nothing else matters.

## FLEET FOLLIES



## TECHNICAL TALK



Lightening a flywheel is of course an easy way to make your engine more responsive, it takes more energy to accelerate a 20kg flywheel than a 10kg one. I have removed

modification is working very well. One thing to be recommended is most definitely have the flywheel and clutch assembly balanced if you are going to use this modification as

this is the most crucial step to be taken and if you are over-

hauling your engine at any time the money spent on balancing is an extremely wise investment. You can see in the drawing of the flywheel and clutch assembly how the original pressure plate is bolted onto the flywheel using the mounting ring.

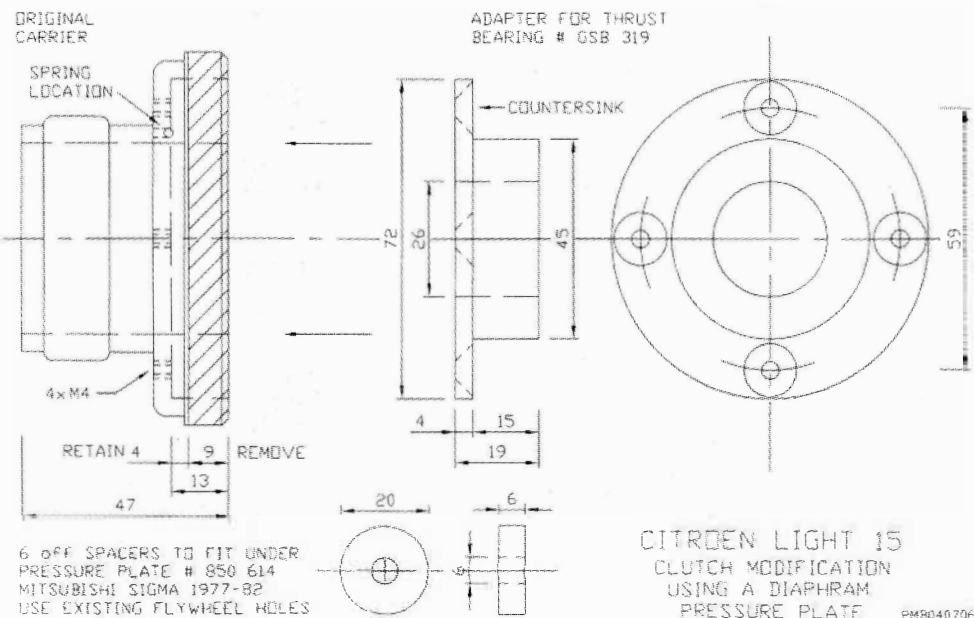
Rob Little

Peter Bourne writes

I have not fitted this type of clutch to my car but certainly will in the future when the opportunity arises. Peter assures me his car with the

I. Manufacture 6 off spac-

## TECHNICAL TALK



ers 20mm o.d. x 6mm i.d. x 6mm thick from mild steel. Spacers must be of identical thickness.

2. Manufacture thrust bearing carrier adapter from 75mm dia mild steel. The 45mm dia is critical to allow an interference fit with the new thrust bearing, do not countersink holes at this stage.

3. Remove 9mm from the thrust bearing face of the original thrust bearing carrier.

4. Place the new thrust bearing carrier adapter into the modified original thrust bearing carrier & mark the position of the 4 off holes in the carrier for the m4 countersunk holding screws by spot drilling through the adapter.

5. Remove the adapter & drill & tap the m4 holes into the original carrier.

6. Countersink the 4mm dia holes in the adapter.

7. Drill 2 off 2mm dia holes at right angles to each other for locating the return spring.

8. Fit the adapter to the modified original carrier using m4 countersunk screws. Treat screws with Loctite.

9. Fit thrust bearing # gsb 319 to the modified carrier & mount the assembly into the bellhousing. Connect the return spring to the carrier using the 2mm holes.

10. Fit the clutch plate & pressure plate to the flywheel using the

original fixing holes & placing 6 off 6mm spacers between the flywheel & pressure plate. Line up the clutch plate as normal. Use new 8.8 grade bolts with spring washers. Clutch plate is standard light 15, 8mm thick.

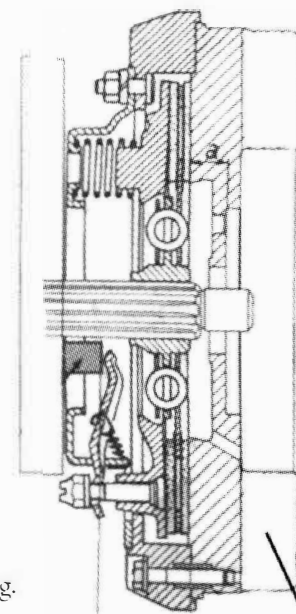
11. With the bellhouse fitted, set the position of the clutch lever to 160mm from the centre of its connection hole to the engine face of the bellhousing.

The pressure plate used is from a Mitsubishi Sigma 1977-82. # 850 614.

Pressure plate and thrust bearing can be obtained from 'Clutch & Brake Australia Pty.Ltd' [CBA]. They can also reface the clutch plate if required.

It is recommended that the flywheel should be lightened at this time. This, along with the weight lost with the clutch modification, will assist with gear changing and engine braking.

Peter Bourne.



This is the bit that sticks out the front.

## FOR SALE

1963

AMI 6

Ami 6 1hd 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@efel.net.au](mailto:kaycarl@efel.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 Allyn 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 carb 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]

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]

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 19P. 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

BIG BOOT LIGHT 15

Citroën Light 15, Slough-built, big boot, wooden dash. Prefer black, with a good body and mechanically good; running well with RWC. Contact Jose, 04 1242 8234 or email with picture [rivimex@optusnet.com.au](mailto:rivimex@optusnet.com.au) [30/04]

TRACTION ROLL OVER FRAME

Wanted to borrow or buy!

Does anyone out there have a roll over frame for a Traction body? Sometimes commonly known as a 'rotisserie', this is a frame in which the body is placed and can be rolled over to facilitate work on the underside of the car. Please notify John Buckley, [03] 9874 3935 [H], [03] 9561 4000 [B], 04 0756 1532 [M] [30/4]

ID WIPER MOTOR

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

D SERIES TAILGATE

Tailgate [upper, or less importantly the lower too] for D series Safari. I have one on the car, but I'm after a better one to take back to the metal. Please ring Dominic on 04 1222 5720 or [03] 9417 6108 [not after 9pm]. [30/4]