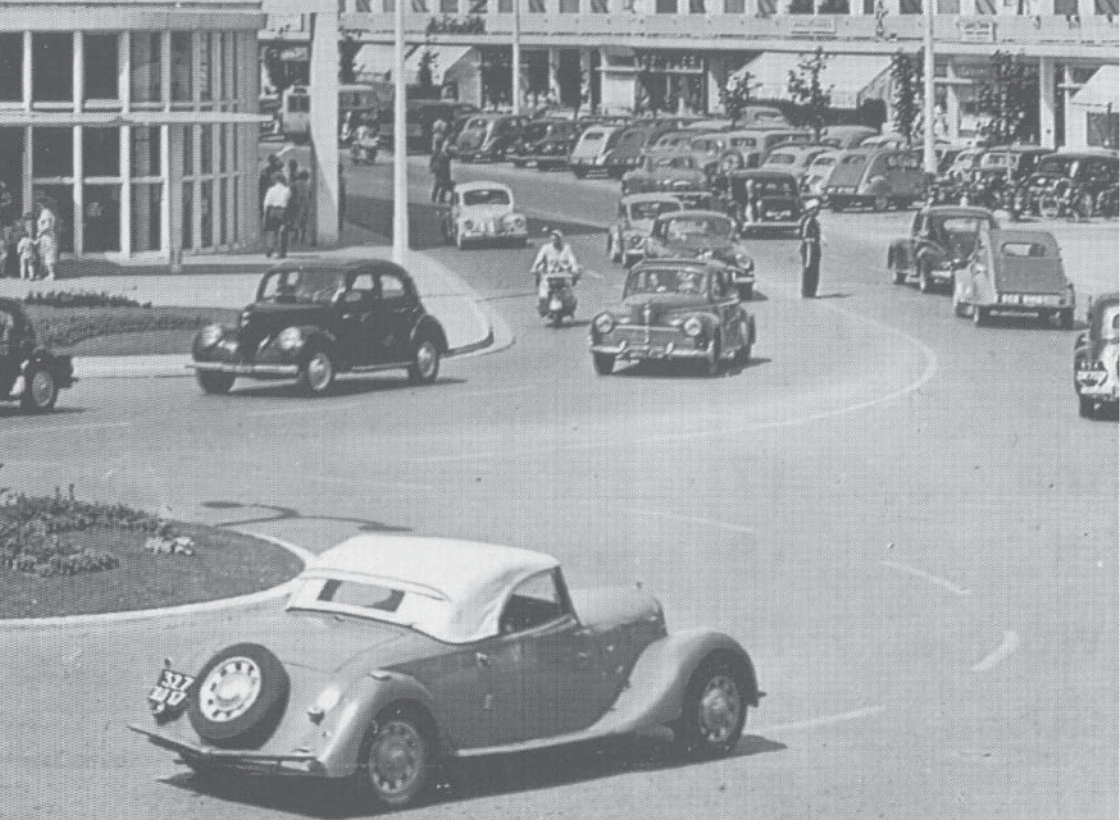


FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



SUMMER '06 Vol 30 No 6

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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COVER IMAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts Rond-pont de la Poste, Royon, 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, Rob Little and Bill Schenk

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The deadline for the next edition of 'Front Drive' is Friday, December 22

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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 Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & TOOLS

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

CLUB SHOP

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

OTHER CLUBS?

VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroen.aconline.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Last edition of 'Front Drive' I started by talking about the arrival of Spring [the fact that a week or so later it was -5C in Hobart is another matter] and here

ED SED

I am with the next edition labelled 'Summer'.

The year goes too quickly.

Hot on the heels of the launch of the C4 Picasso at the Paris Motor Show, comes news from Citroën of their foray into the off-road market. Dubbed the C-Crosser [stolen from a far more innovative exercise from 2002], it is a joint development with Mitsubishi, who will badge it Outlander. It's all on page 11.

Bill Schenk, from NSW, tells us the story of his 'Brownbuilt Citroën'. The story of his restoration of his father's Big 6 provides an interesting background to a novel approach to a project such as this.

Past events from Wonthaggi to South Yarra are covered in words and pictures.

Every now and then, we all wonder 'What happened to Fred, who used to be in CCOCA?'. In 'Where are They Now?', you can catch up on the latest escapades of an ex-member, who once had a very high profile in the Club.

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

Relentless,
Leigh F Miles – Editor



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Under CCOCA's constitution, a President cannot hold any other committee positions, to ensure that they have enough time to do the job properly. Despite this, it has not been possible for me to escape from two significant non-committee jobs – CitIn & French Car Festival – that have completely overwhelmed my days and evenings and weekends to the exclusion of almost all else, including any other social life, and, ironically, the job that I was elected to do.

I had plans for things that would improve CCOCA in the long-term; in particular I had ideas to make running the club more efficient; there have been some operational problems that have highlighted the need to better protect against the loss of the club's history and knowledge; and especially I believe we need a real overhaul of the Constitution. More than just the tidy-up and the tax protection we put in place last time, there are some significant gaps that need to be addressed. My thanks go to those who have contributed significant thoughts on the topic, unfortunately the club does not have the resources to do the work involved to actually

conduct and implement the review. My own time is fully occupied with the other tasks the club has left me with [and the absolute basics of the role of President], and

my committee is holding together with multiple roles as best they can; we can just about manage the basic day-to-day tasks, but there is no chance of a constitution review, nor any other long-term planning – it is just not going to get done.

My other hope was to stand again as President for a third term; but it has become plain to me now that this is not going to happen either. I had never imagined a grinding workload like I have had all this year. I had originally been sad and disappointed at missing the third term in office, but at this point my anticipation of the end of this term is only with relief.

I am advising you all of my resignation from the committee well in advance, to give you the members of CCOCA time to consider what services you expect your club and your committee to provide, and to what extent you yourself could to contribute to achieve that. The future of the club is in your hands.

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

● NOVEMBER 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,
sunscreen, 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.

MONTHLY MEETING GUEST SPEAKER: RUBBER – WHAT DOES IT DO FOR YOU?

WHEN: Wednesday, November 22
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury

COST: Free
BOOKING: Not required
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

Rubber? Yes, tyres are what keep you on the road. Do you realise how small the area of tyre on the road actually is? Yet, that small area of tyre and bitumen contact allows you to drive with confidence and brio.

Come
and
hear
Stefen
from
Eastl-
and
Tyres in

Ringwood as he shares with us the latest in tyre technology.
Supper? Absolutely.

● DECEMBER

CCCV CHRISTMAS BBQ

WHEN: Wednesday, December 13
TIME: From 6:00pm
WHERE: CCCV Club Room
BRING: Food, refreshments,
plates, chair
BOOKING: Not required
CONTACT: Peter Dekker
04 2570 3899
petermelbs@yahoo.com.au

Everyone is welcome to join our friends in the CCCV to help celebrate Christmas at their BBQ. More details from Peter Dekker.

MONTHLY MEETING – CHRISTMAS BBQ

WHEN: Wednesday, December 20
TIME: From 7:00pm
WHERE: Leigh Miles',
16 Harrow St., Blackburn South
COST: Free
BRING: Something for the BBQ,
salad to share, refreshments, chair
BOOKING: Preferred by Dec 18
CONTACT: Leigh Miles,
[03] 9888 7506
activities@citroenclassic.org.au

With Christmas just around the corner, take an evening to celebrate the festive season with your Citroën friends. Leigh will light the BBQ and provide nibbles, plates, glasses etc. Come along and reminisce about the events of the year and raise some thought on the things you would like to see us do in 2007.

● JANUARY '07 DAY RUN – MORNINGTON PENINSULA

A-TRACTIONS

WHEN: Sunday, January 21
TIME: 10:00am
FROM: Brandon Park Shopping
Centre, Springvale Rd,
Melway 71, C9
[near Video Ezy]
TO: Andrew Murray's
Red Hill
BRING: Something for the BBQ,
salad, refreshments
COST: Admission to
Ashcombe Maze \$13.00
BOOKING: Required by January 19
CONTACT: Leigh Miles
[03] 9888 7506
activities@citroenclassic.org.au

Last year for our first run of the year we headed to the Mornington Peninsula and it was such a huge success we are going there again. But, our destination is different and the things we shall visit on the way to

lunch are also new.

First we will test our sense of direction at the Ashcombe Maze or just enjoy morning tea in their café. There is a traditional Hedge Maze; also Rose and Lavender mazes. Ashcombe Maze is Australia's oldest maze and is situated in 25 acres of landscaped gardens. You can enjoy the serenity of the water features and diverse birdlife as you admire nature at its best. Alternatively [or additionally] you might have morning tea in the spacious licensed café, overlooking the maze and water gardens.

We will lunch with Andrew Murray at Red Hill, pack the hamper and join the Club for a day on the less-visited side of Melbourne's Peninsula Playground.

MONTHLY MEETING – YARRA BANK BBQ

WHEN: Wednesday, January 24
TIME: From 6:30pm
WHERE: Kevin Bartlett Reserve,
FR Smith Drive, Richmond
Melway 59, B1
COST: Gold coin donation
BRING: Picnic or food
for the BBQ [facilities on site], chairs,
tables, refreshments and a jacket
BOOKING: Essential by January 22
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

What better on a warm summer's night than to join friends for a BBQ on the banks of the Yarra River? Come along and help kick the

CCOCA 2007 Year off to a great start!

AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN: Friday, January 26
TIME: Participants: 10:00,
Spectators: 12:00pm
WHERE: Participants – Northland
Spectators – Kings Domain Gardens,
Linlithgow Ave., Melbourne.
Melway 2F J10
COST: Free
BOOKING: Spectators: not
required

If you wish to display registration is required by November 30
CONTACT: Leigh Miles,
[03] 9888 7506,
activities@citroenclassic.org.au

This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles exhibited, free entertainment and activities, and scrumptious food stalls. Bring a picnic hamper, blanket and enjoy a leisurely day with other motoring enthusiasts. If you would like to display your vehicle, entry forms are available from RACV shops or by telephoning the Event Director on [03] 5983 8981. Only vehicles manufactured before 31 December 1977 are eligible for entry.

● FEBRUARY SHANNONS FRENCH CAR FESTIVAL

WHEN: Sunday, February 11
TIME: Gates open 8:30am
WHERE: Como Park North,
Williams Rd., Toorak
COST: \$5 per vehicle
BRING: Lunch, chairs, sunscreen
BOOKING: Not required
CONTACT: Andrea Fisher,
[03] 9874 1960
president@citroenclassic.org.au

On February 11, 2007, the Shannons French Car Festival will be held at Como Park North, South Yarra. Melbourne's best French cars will be on display, from veteran and vintage cars through the classics of the

SHARE THE PASSION

'50s and '60s to new models straight from the showroom. Apart from inspecting the hundreds of exotic cars, you can watch a game of petanque [boules], enjoy crêpes, icecreams and smoothies, barbecued sausages and café-au-lait.

The event is hosted jointly by the Citroën Classic Owners Club of Australia, Renault Car Club of Victoria, Peugeot Car Club of Victoria and Citroën Car Club of



Victoria, and all Simca, Alpine, Delage, Bugatti, Darracq and other French cars are invited. The whole event will be compered by Pinky [Gordon Fellows], Australia's leading

A-TRACTIONS

motor show announcer.

Gates open at 8:30am and entry is \$5 per display car (\$10 for two or more). Spectators admitted free from 10am. Awards will be presented at 2:30pm, including Best of Marque for Alpine, Citroën, Peugeot, Renault, Simca and Other Marques; Best Collection; Best of Show and People's Choice.

MONTHLY MEETING

WHEN: Wednesday, February 28

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

● MARCH DAY RUN – BUDA HISTORIC HOME & CASTLEMAINE LUNCH

WHEN: Sunday, March 4

TIME: 9:30am

FROM: Melbourne Zoo car park, opposite Royal Park station. Melway 29, E11

TO: Buda historic house, Castlemaine and BBQ lunch

COST: Entry to Buda

BRING: Food for the BBQ, salad, refreshments, chair

BOOKING: Essential, by March 2

CONTACT: Leigh Miles
[03] 9888 7506
activities@citroenclassic.org.au

Buda was built in 1861 and from 1863 was the home of noted silversmith Ernest Leviny and his family. Complete with the family's art and craft collections, furnishings and domestic effects, and set in 1.2hectares of enchanting gardens, Buda is a unique record of this creative family who occupied it for the period of 118years and conveys the



feeling of a living house and garden in an authentic way.

Included in the collection are examples of silverwork and jewellery designs by Ernest Leviny and artworks including embroidery, metalcraft, photography and woodwork by the

five unmarried daughters who resided in the house most of their lives.

Also displayed are works by many prominent Australian artists including Margaret Preston, MJ McNally, Ursula Ridley Walker and Lionel Lindsay.

CITROËN C4 PICASSO IS THE MPV OF THE YEAR!

Just hours after it made its Australian debut at the 2006 Australian International Motor

Show in Sydney, the Citroën C4 Picasso has been crowned MPV of the Year by the UK's authoritative 4x4 & MPV Driver magazine.

Not content with one accolade, the striking new compact people carrier also picked up the specialist title's MPV Innovation of the Year for its Interior Lighting, thanks to its 'use of natural light and no fewer than 32 different light sources'.

Describing the C4 Picasso as the most definitive example of a family car as now exists, the judges hailed its self-levelling rear suspension, outstanding light and visibility,

premium quality feel, uncluttered dashboard, driving position, passenger space and comfort, safety focus, and general user-friendliness, placing it ahead of the short listed

competition that included the Ford S-Max and the Mercedes R-Class.

On driving the C4 Picasso, the judges said: 'With ride comfort, quietness and a relaxing measure of Gallic loping ability – plus of course 45 mpg or so from the superb diesel – the C4 Picasso is a car any driver would look forward to spending a day in. As well as the class-firsts, the practicality and the attention to detail, there is a wow factor here that makes others in the class look rather dowdy and uninspiring,' continued the judges.

News FROM CITROËN



The Citroën C4 Picasso is on display the Australian International Motor Show until 4 November 2007 and full details of Citroën's trio of awards are contained in the

pictures of the C-Crosser, a Citroën that will allow the eponymous farmer to drive across that ploughed field and then up the nearest mountain, while taking six friends and an entire picnic!

Set to go on sale in Europe in the middle

of 2007, the Citroën C-Crosser is under discussion for an Australian launch in late 2008 and marks Citroën's entry in the SUV market sector for the first time.

It is not, however, Citroën's first off-road of 4WD offering. During the 1920s and '30s Citroën built a series of half-track cars, with which it went exploring around the world in a series of expeditions. More recently, there have been other 4WD competition cars, from twin engine Citroën 2CVs, to rally-raid 4WD

super cars and, most recently the all-conquering Citroën Xsara WRC, which has gifted Citroën three WRC manufacturers' titles.

Nevertheless, the C-Crosser does represent the first true SUV and in terms of styling, this new vehicle sits astride the conventional car and four-wheel drive categories, boasting the highest levels of performance, living space and comfort on offer in both of those categories

With its flowing lines and balanced proportions [4.64m long, 1.81m wide and 1.73m high including roof bars], the C-Crosser combines sporty looks with a vast interior – up to seven seats – together with an excellent trade-off between comfort and roadholding and all the environmental qualities of the HDi diesel engine with a particulate filter.

The C-Crosser is also a highly versatile vehicle owing to its integral transmission system, which guarantees sure-footed behaviour on any kind of road in any kind of weather, and modular cabin layout, designed for a wide array of needs.

The C-Crosser is instantly recognisable as a Citroën. The dramatic positioning of the chrome chevrons and the streamlined cut of the headlamps are feature stylistic cues of the Marque's latest creations.

The styling of the C-Crosser emphasises its robustness, with curvaceous bumpers and wheel arches, its vitality, with a flowing profile and plunging roof line, and its elegance, with numerous chrome details.

The C-Crosser's dynamic styling is backed up by impressive on-road performance. The vehicle is exceptionally responsive and vigorous on

NEWS FROM CITROËN

November issue of 4x4 & MPV Driver magazine.

CITROËN HEADS OFF-ROAD!

It has always been said that one of the design principals of the classic Citroën 2CV, and which set a standard for all its subsequent Citroëns, was that its suspension was designed so that a farmer could drive across a ploughed field without breaking any eggs in a basket on the front seat.

Now Citroën has released the first



the road.

Always a Citroën strong point, the running gear of the C-Crosser – MacPherson at the front and multi-link axles at the back – provides an

these interior changes both quickly and effortlessly.

The vehicle can seat up to seven passengers thanks to a third row of two seats, which can be completely folded away beneath the floor.

excellent trade-off between comfort and roadholding, further boosted by special 18" Michelin tyres.

A high-performance diesel engine that respects the environment

The C-Crosser will be available at launch with a new 115kW EEC 2.2litre HDi diesel engine mated to a six-speed manual gearbox. This clean diesel engine, fitted systematically with a particulate filter [DPFS], can also run on 30% biodiesel blend.

Placing the emphasis on driving pleasure and flexible use, it develops torque of 380Nm while boasting excellent environmental performance and low fuel consumption.

With the C-Crosser's integral transmission, drivers get to choose from three transmission settings, depending on road conditions and driving style: four-wheel drive, two-wheel drive and a lock setting recommended for low-grip conditions, all of which are selected using the control behind the gear lever.

C-Crosser is easy to configure and reconfigure. Occupants can make

Row 2 slides 80mm back and forth for increased passenger comfort or luggage space. It also features a portfolio-style electrically controlled 60:40 split/fold function using two controls located in the boot.

The seats fold away to provide a completely flat floor together with a vast loading surface.

Another plus: the C-Crosser's boot opens in two sections. The lower part of the tailgate provides support for 200kg, making it easy to load bulky objects and perfect as an al fresco seat.

The C-Crosser's status-enhancing style, generous dimensions [2.67m wheelbase] and high-level performance perfectly round out Citroën's range of mid- and top-end vehicles.

DOES IT COMPARE WITH THE 2002 C-CROSSER CONCEPT?

Offering an extreme illustration of what a Citroën sports utility vehicle of the future could look like, the remarkable four wheel drive, four wheel steering Citroën C-Crosser concept car promises to raise a few eyebrows with its world debut at the

Frankfurt Motor Show.

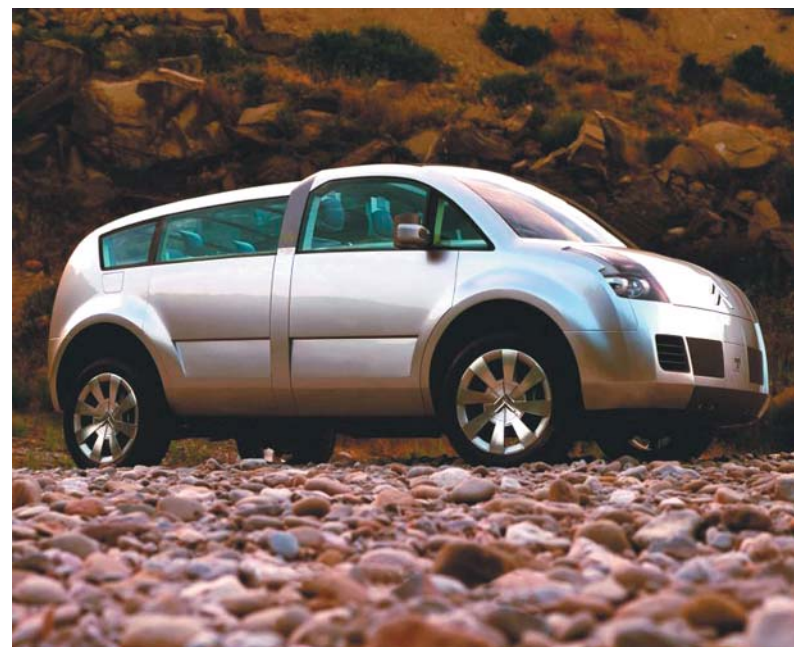
Taking design cues from the Citroën Pluriel concept car, the extremely versatile C-Crosser is capable of morphing from a spacious six seat sports utility vehicle into a semi-roadster and then into a pick-up capable of carrying even the bulkiest lifestyle accessories as well as three adults in comfort.

At the touch of a button C-Crosser's glass roof and tailgate stow away neatly under the rear floor, whilst the rear seats can be folded flat to create a perfectly level load area. Protection from the elements for the front seat occupants comes from an electrically-operated glass screen that is integrated in the back of the front bench seat.

C-Crosser is wider than most conventional vehicles, only slightly longer than the Citroën Xsara hatchback, and offers remarkable levels of space. This is greatly down to the absence of pedals and the elevated seats which combine to free up leg space for both front and rear passengers. The spacious cabin has a light and airy feel thanks to the large glass windscreen which extends back over the heads of the front seat occupants.

Featuring the very latest drive-by-wire technology, the C-Crosser does away with the need for a steering column and pedals, allowing the driver to sit anywhere in the front of the vehicle, whilst the movable steering control unit also operates

NEWS FROM CITROËN



the accelerator and brakes. Not only does the lack of pedals considerably reduce the risk of foot and leg injuries in a collision, but the ability to easily switch between left or right

controlled by a single button that allows the vehicle to be lowered by up to 100mm, but also thanks to the two rear side sliding doors.

Equipped with the latest 2.0litre HPi direct injection petrol engine, ESP and ABS

brakes, the Citroën C-Crosser is equally adept on and off the road. In addition, electronic control of the speed sensitive hydraulic four wheel steering, with as little as 2/3 turn from lock to lock, helps promote pin sharp steering at high speeds as well as making easy work of awkward manoeuvres such as parking in tight spaces. ✂

News FROM CITROËN

hand drive helps to ease driving during trips abroad.

Citroën's unique Hydractive 3 suspension, with its variable ride height, comes into its own over rough terrain, allowing C-Crosser to automatically increase its ground clearance by 60mm and giving it suspension travel of some 150mm. Easy access to the rear is helped not only by the variable height, which is



Firstly, I will introduce myself. My name is Bill Schenk and I am at present the Vice President of the Citroën Car Club of NSW and a member of CCOCA.

I have a GS and a 1951 Normale, but the car that I would like to tell you about is my Big 6.

It is big, it is black, it has six cylinders and it is beautiful, but it has not always been beautiful. As a matter of fact, once it was down right ugly!

I suppose that I should tell you a little of the history of this car.

As with most of the Tractions that reside in this country, it was born in Slough, England in 1951 and immigrated to Australia under the sponsorship of Buckle Motors in Sydney and its first custodian was

the French Embassy in Canberra.

Legend has it, that this car was driven from Canberra to Kingsford Smith Airport in Sydney and back to Canberra everyday for two years.

MEMBER'S MODEL

I really do not know if that is true, but I do know that the motor was completely rebuilt when it was about three years old.

So you would have to say that it was driven a bloody long way in a short period of time.

My father reluctantly adopted the car from a customer of his that had terminal cancer. Like so many Citroën owners he wanted someone who he thought would look after it to own it.

My father is a qualified mechanical



1991 and the restoration is about to commence. Note the rubber tree leaves lining the scuttle vent!

and electrical engineer who, in the end, came to the realisation that panel beating was the career for him. For the life of me, I cannot figure that one out!

all over it.

It came into the workshop and my father stripped and painted it within the first week of owning it. It was during this time that the old

boy noticed something odd about the Cit.

He was fixing

something under the dash when he noticed that the black coating on the underside of the steering wheel was worn completely through to the metal. He deduced that the only way that this could occur was if it was being rubbed on somebody's stomach; perhaps while being driven from Canberra to Sydney and back each day for two years.

I will try to give you some perspective on this because if you have not sat behind the wheel of a Big 6 you possibly are thinking, so what! One thing that you will not hear anyone say about me is that I am slight. I ain't no weasel, I press the scales at 115kilos, ok! Ok! OK! 120. My stomach does not come within a bull's roar of the wheel. Just how large was this guy! It is a credit to the strength of the construction and suspension of the car. Na they do not make 'em like they use to.

When the old boy first drove the car he absolutely hated it, but he said that it had such a wonderful reputation and to his credit he persevered and got stuck into setting up the car as per the manual and gave it a good greasing. He said that getting

MEMBER'S MODEL

It was the mid sixties and he paid \$150.00 for the car.

I remember at the age of about seven walking down a big driveway at a house in Vacluse to take delivery of the car.

It was in good order apart from the paint, which had surface rust

1982: Bill, with his son Rodney and the Big 6. At this point the paint did not look half bad.



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the settings right transformed the car and he began to love it.

The old boy, when I was young, loved to race, particularly when behind the wheel of the Big 6.

MEMBER'S MODEL

Fanging; double lane changes; double double lane changes; racing anyone who was stupid enough to take him on was the order of the day. No horses were spared and he was rarely beaten.

His family of six along with our luggage went on quite a few trips to Queensland.

My brother, John was arrested in it when, at the age of fourteen, he decided to steel it, I mean borrow it without consent and had a race with a Cooper S.

Cooper S's were the preferred transport of the NSW Police de-

partment at the time and a Sergeant who was stationed at the Lane Cove Police Station drove this particular Cooper. Apparently, our sergeant did not see the humorous side of

being shaded in the driving department by a child of

fourteen behind the wheel of an old black heap and arrested poor misunderstood Johnny on the spot.

My other brother Al and I also had the need, on occasion to borrow it without consent as well, it is just whenever John did something wrong, he had a nasty habit of getting caught.

It was not our fault. Really, it was not, the old boy was; the one who left it unattended in the street. How can any teenage boy resist that big bonnet, those round headlights and that great big grille? You just had to have a fang!



It is 1994 and here is Bill with the Traction, in the garage.

The car was used and abused [mostly abused] by my father until the late seventies, when it became a case that when he went to the service station it was to check the petrol and fill the oil. The old girl was put into retirement.

Of course, when you have had a car like this you become attached to the thing. It is in my opinion an unrealistic attachment. So, my father having this attachment had a nice place readied for its retirement. It was of course our garage. A wooden structure with a flat-tarred roof, on top of which was the thickest choko vine that you could ever see.

Time passed and the vine got bigger and bigger. We gave the garage a name, Eileen. We knew that the car was in there; we just could not see it anymore. Out of sight out of mind.

What is it about Citroën owners? They would rather see it rot in a shed than part with it?

Then, in the late eighties my parents went on holidays. You never quite know what to expect when you return from holidays in my family, as my father was about to find out.

While my parents were away, I decided to cut the choko vine down and take it to the tip. Little did I realize that the vine itself was acting as the main structure of the garage; it not only covered the outside it filled the inside as well, so as a result, as the vine came down so too did the garage.

Once the Cit was uncovered, it was apparent that it had caught a disease while it was in hibernation. Rust! The dreaded cancer. A bit like its previous owner. Luckily not terminal.

I rang my brother John; remember him, the one who was arrested. He had become a respected member of society and was a small businessman. He owned a towing service and had a holding yard.



MEMBER'S MODEL



'John,' I said 'I've taken the shed to the tip and now I have nowhere undercover to put the Cit.'

'No worries,' he said. 'I have a nice rubber plant at the holding yard, we

In the meantime, I had left my career as a pool salesman and was between jobs. I started driving tow trucks for brother John as a stopgap. Even today, my wife Elizabeth sometimes

asks, 'When you going get a proper job, Bill?' I

have not had the heart to tell her the truth, so I say, 'Oh, you know, soon'.

I cannot remember what it was that made me start. A moment of insanity perhaps. All I remember is was walking into the yard and seeing the rear bumper poking out of the rubber plant. I looked at it and said to myself, 'I'm going to fix that car'

My father, now retired told me I was stupid and that I did not have

can park it in there.'

'Sounds good.' I said, 'Bring the truck.'

So it was done and my father came home to an empty yard and was now Big 6 free.

It is rather unnerving to see a grown man cry, but I got over it!

It stayed in the rubber plant for a few more years. You know to finish it right off.

MEMBER'S MODEL



Here is Rodney again, with the Traction. Only it is 1995 and he is standing with his brother Bryan and holding his sister, Steph.

the know-how, let alone the skill, to fix it. I immediately told him that is what fathers were for.

What I am about to tell you now will make the Traction lovers among you cringe, you may even put your head in your hands and yell out 'Oh no!'

In my defence I have to tell you that I was young and had no money. Now I am old and have no money.

The car was buggered, to put it bluntly. The years that it had spent in the rubber plant seemed only to enhance the cancer problem. I do not know why!

There was no sill on either side, inside or out, front to back.

Luckily, I did not have to fix the floor, as there was none. No boot either and who needs doors anyway.

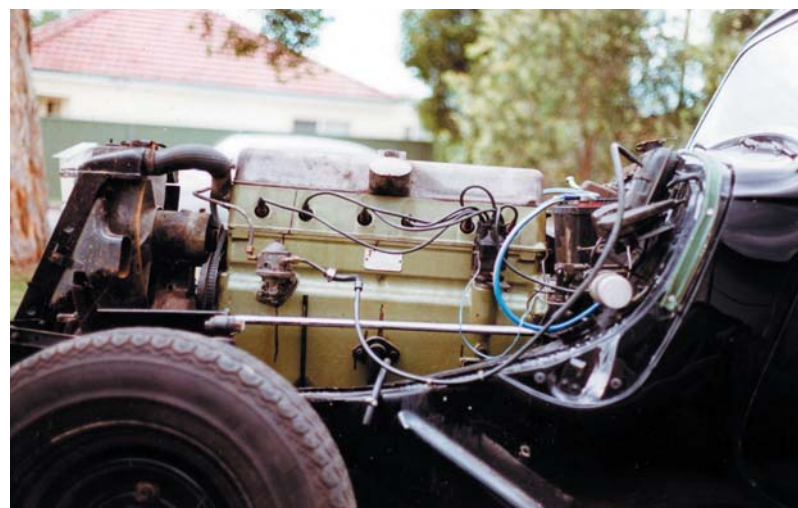
Once we tried to sell it as scrap but there was not enough metal in it to

make it worth our while.

When you have no money, you cannot just go and buy bits and pieces. I could have bought sills and floors and boots but I did not have any money. What I did have however, besides a retired panel beater at hand was a whole heap of Brownbuilt shelving. There was lots of it. I know what you are thinking, but it was just lying there and was of a good gauge and above all, it was free.

Along with my father, I fixed the structure and refashioned the sills, replaced the boot floor with it.

If this next bit does not make you shake your head in disbelief, nothing will. We now come to the floor. My brother John, was at the time, wrecking Holdens in the yard. [someone has to] HQs to HZs. There was an HX panel van in the yard and you know what I did. I cut the rear floor



1998 and the engine is back in place.

out of it and put it into my Big 6.

It was big, it was ribbed [although the ribs went the wrong way], it was of a thick gauge, it was galvanized and above all, it was free.

MEMBER'S MODEL

After it was welded up, it was bogged up. We used lots of bog. Eventually it was ready for paint and I did my very first Two Pac respray. Got a few runs but it looked pretty good; all thing considered.

I did the mechanicals myself and after about nine years of work it was registered in 1999, twenty odd years after my father retired it.

When I was in the registry filling out the paperwork I was so tempted to put in where it said, Make. BrownbuiltCitroën, but there were too many letters.

It has been my daily driver up until this September when I finally put it

on historic registration.

I have loved every moment in it and it is a real chick magnet. Even if the chicks are the other side of sixty. Most of them look pretty good too! They start off saying; 'My father had one of those, how

about taking me for a drive sometime?'

I do not like to say that I have restored it; I rather say that I fixed it. Some of it was fixed well, some of it was fixed poorly but I am proud of it. When I look at it, I like the feeling that I get when I think, 'Yeah mate, that car was buggedger and you fixed it,' and it gives me great satisfaction every time I get behind the wheel.

My father was right of course, I was stupid and I would rather see it rot, than sell it.

Bill Schenk



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It is a few years since Bernard and I went to the Wonthaggi Coal Mine so we were pleased to take part in the day run with our Trusty Traction recently.

The picnic area has totally been 're done' and there was enough clean sheltered space with a BBQ designed to cater for larger numbers.

After we lunched, chatted and laughed, we looked at a film of the history of the

mine and then walked ourselves around the areas which were open to the public. When we went there last year we were able to go down the mine, but unfortunately that part has had to be closed for health and safety reasons. However, we are assured that is not a permanent state of affairs and when money, like a million dollars for which they will get some grants, is available it will be made safe again for the public.

The weather was fine but windy and it was a head wind all the way there which our Trusty Traction valiantly tackled 'head-on', so to speak! Bernard was not concerned about the car so neither was I, as my knitting was far more of a concern to me.

When we arrived, there were four Citroëns, two Tractions, a 2CV and a Xantia; meaning there were seven Citroën-folk in all attending, four of whom were Committee.

Right to left: Clare Hadaway and Rod Ward inspect some of the equipment on site, while Annette Molesworth is happy to enjoy the sunshine.



WANDERING WONTHAGGI

Coal was originally found at Koorumburra in the 1880s, but mining in Wonthaggi started with the sinking of the first shaft in November 1909 and continued until its closure in 1968 when only 100 men were left at the mine. During the history

of the mine there was a 5 month strike after the Depression and two explosions. One explosion took the lives of four men and the second, in 1932, took the lives of 20 men. Life at these significant times was very hard and the women connected to



Above: I wonder whether Annette harbours childish desires to be a traindriver? Here she is at the controls. Below: Michael Molesworth and Bernie Hadaway inspect the museum.

the mine formed a very strong auxiliary to provide food and compassion for the families. This auxiliary continued until the mine closed when it switched its allegiance to

I always feel very privileged when I go to any of these historic sites as I know without the volunteer system and the people who have a great affinity for these places they would no longer exist for us to enjoy.

Coming home was a breeze,

as our Trusty Traction will vouch. There was no stress, as the wind was blowing us home. Friendly toots from other passing Citroëns gave us a strong feeling of 'belonging' and the fresh fish we bought at Tooradin and Bernard 'fiddling' with his ignition timing completed the outing. A great day, and if you were not there to enjoy this one try to come to the next event – we have always found them to be fun – and failing all else you can always knit!

Clare Hadaway



WANDERING WONTHAGGI

Wonthaggi Hospital.

We viewed the rooms where the men charged their head lamps, showered and changed after their shift down the mine [not five star, but adequate!].

Bernard had an interest to go the Wonthaggi Coal Mine again as in his early engineering days in Melbourne he did drilling experiments for blasting at the mine.

There is, of course, so much more to see there than I have detailed but space is the essence of this overview.



I intended to arrive early, but when we got there Graham Barton was already erecting CCOCA's new marque in the prime position. The marque was an excellent purchase. It gives the Club a physical focal point at events such as this as well as providing shelter to Club Shop.

Rod Ward was setting up the BBQ and was soon providing food and drinks to the masses. My thanks to both of you.

While Tractions and D series were well represented, overall the field was smaller than last year. Surprisingly, considering the number of new Citroëns on the road there were very current models on display. There were however, some gems. Philip Rogers managed to bring along two of his Tractions. Richard

Homersham's left hand drive car was also on display.

The fine weather contributed to a good day and overall we had a great time.

Ian Sperling

And the winners?

Pre 1965 Winner: Emily Rogers [Traction]

1965-1975 Winner: Rob Turner [D Special]

1975-1985 Winner: Andrew Smith [GS]

1985-1995 Winner: Ian Sperling [BX 16valve]

Post-1995 Winner: Alan Pinkney [C5]

People's Choice Award: Bob King [DS]

The Club's new marquee was put to good use on the day of the Concours.. To the right of the marquee, Rod Ward can be seen working the BBQ..

CONCOURS D'ELEGANCE





A Concours photomontage.

Clockwise from top right: A line-up of D-Series cars always makes a great picture.

A selection of the Traction on show.

A pair of series II BXs with a series I, private import model between them.

A brace of 2CVs, with a Delage in the background.



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

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

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

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.



ARE WE THERE YET?

Not quite.

Clutching our GPS and looking earnest we suggest the following routes....

From the North:

Down the Hume with a sharp left at the Midland Hwy at Benalla. Try to avoid the many wineries as registrations will close sooner than you think.

or... for the more adventurous, down the coast on the Princes Hwy all the way down to Traralgon, then North through Rawson, Woods Point and Jamieson and on to Mansfield. Lots of dirt, lots of sheer drops.



From the South and West:

Up the Hume, turning right at Tallarook, via Yea, Merton, Bonnie Doon (watch out for the Kerrigans) and then on to Mansfield.

From Melbourne:

Plenty of ways, but we suggest Maroondah Hwy, through Yarra Glen and on to Yea. Just watch out for Mr Plod and his flashing friends.

For those for whom too much driving is never enough...

...and those with the inclination to meander around the eastern seaboard of this wide brown land, Craig & Debra Keller are organising a tour in the week before Easter finishing at the Mansfield CitIn. Watch postings on www.aussiefrogs.com for further details.

REGISTRATION DETAILS

Applications received prior to 30 Nov 2006: \$155pp

1st December 2006 — 31 January 2007: \$165pp

1st February 2007 — 28 February 2007 (Deadline) \$175pp

Children 5 to 12 yrs half price (Under 5 yrs free)

NB: Late registrations may not be accepted (Bookings limited)

ACCOMMODATION MADE

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We have made searching for accommodation simple. The local tourist authority and central booking agency [High Country Reserva-

tions] 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

varied range of cars our shores have ever seen. 2007 will see the launch of the C4 Picasso with further introductions to the range including the marvellous C6.

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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.cit-in2007.info

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Michelin tyres have been synonymous with Citroën cars since the early days. Similar to the vehicles we love, their product has been the leader in innovation and technological development since last century.

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The Royal Automobile Club of Victoria is a big supporter of the car club movement. Today, RACV has many areas of involvement including car insurance and finance, travel, roadside assistance and representation to governments on behalf of the motoring public.

CARS OF FRANCE

Proprietor Nick Cascanis will give individual attention to your pride and joy. Whilst highly skilled on the older models, Nick has expertise and the equipment to service all your vehicles up to the latest models.



Those of you with long 'form' in CCOCA are bound to remember Chris and Beverley Bennet – members from South Australia. Those of you who's memory of the Club are shorter will not know these two.

But, in the 1980s, Bev and Chris were stalwart members of the Club and over the years I have known them they have owned a range of Citroëns. For many years Bev [a quite diminutive lady, at least in stature] could be seen behind the wheel of a burgundy D Super 5. While this stayed in the family she eventually got a yellow and black Charleston 2CV. I remember Trac-

tions, an SM [which today resides in Victoria].

Chris's love affair started to wane with the arrival of a Ferrari and today he gets his motoring 'jollies'

WHERE ARE THEY NOW?

in the world of rallying.

This email, and the picture below arrived last week: 'For anyone that is interested this is a photo of our rally car getting a little airborne at the recent Kuitpo Forest Rally. Unfortunately the car no longer looks quite that clean and tidy, as we had a small altercation with a tree today in another rally at Walky Park.'

Leigh F Miles



The tragic story of a man who tried to make an epic film about London's orbital motorway, and ended up as an encore to a bunch of fleet-footed lumberjacks.

BIRLING THE M25

Reader, I was that man.

Last month I hymned some of the London motorways that boxed in my youth; latterly, their trash-strewn verges and filthy median strips have come to define my majority as well.

But this month I promised I would tell you about the documentary I made about the M25, the London orbital motorway. A documentary so ill regarded and unsuccessful that it only ever managed one screening on terrestrial television, three years after it was completed, and at Iam, after the log birling. Log birling [for those of you who, bizarrely, are unfamiliar with it] is a sport in which contestants attempt to negotiate cascades while twirling – or 'birling' – logs beneath their feet. It is the Scottish and Canadian equivalent of rodeo and is presumably hugely popular wherever men are men and conifers are frightened. However, watching log birling everywhere else is merely a tree twirled in the forest while being resolutely unobserved. So, to have your documentary on after the log birling must represent the very nadir in ratings.

In the winter of 1993-94, I found

myself living in Orkney on the island of Rousay. This seven-by-three-mile chunk of springy heather, lush grass and old red sandstone had its own orbital road, completely devoid of congestion and liberated from most ordinary constraints,

such as road tax and the enforcement of drink-driving laws. Still, I could not keep away from London and kept flying back down to get my requisite hit of carbon monoxide. I was approached by a television company which had a series of light hearted documentaries commissioned by Channel 4, under the heading 'J'Adore'. In these authored films, one talking head or another would expatiate upon something he or she truly loved. In the spirit of perversity, and I suppose because I genuinely believe all adoration to be ambivalent, I suggested that I make a film with them to be entitled 'J'Adore the M25'. To my surprise, they agreed.

My argument was this: the M25 was a kind of solid mandala, a meditation aid that was activated simply by the act of being driven along. It was as if the car itself was the devotee's eye, travelling around and around the tarmac curves until transcendence was achieved. However, the sinister aspect of all this was that the M25 worshippers, rather than voluntarily embracing this cult, were drawn into it under the spurious pretext

of travelling from A to B. Looked at this way, the M25 was a form of social control that ensured that any disruptive elements in British society were neutralised by keeping a significant proportion of them in continual motion.

But – I hear you cavil – how can this view of London's orbital motorway be interpreted as affectionate? Well, it is not and was not intended to be. In part I aimed to satirise this society, crazed with its own perverse take on mobility. Britain has always been the most absurd of motorised cultures, far too small to sustain anything really picaresque with the car in lieu of the horse or the pedestrian. It is not without accident that there has never been a good British road movie; there simply is not enough road. The action of one of the few pretenders to the title – Chris Petit's Radio On – takes place on a drive from Bristol to London. I ask you! This is a journey that can be easily completed in two hours, raising the foreshortened prospect of a 'real-time' road movie.

But besides satirising the British propensity for mindless gridlock [by the early 1990s the M25 was regularly entirely jammed, like a 120mile long steel bangle], I also wanted 'J'Adore the M25' to draw people's attention to the very strangeness of motorways and the way that they redefine our view of the world around us. With their artful landscaping and their distorted scale, these thoroughfares

contrive to give the impression that you are travelling nowhere very fast. Pinioned to foam rubber, we sit staring at the 70mm film of the mo-

torway that unrolls in front of our eyes. When at last we reach work, we go inside and stare at the computer screen. Then back home again staring at the windscreen entertainment, until we complete our day by goggling at the television screen for two or three hours. The motorway is thus the vital bypass, ensuring that the tangled Britain is the most absurd of motorised cultures, far too small to sustain anything really picaresque with the car in lieu of the horse or the pedestrian. It is not without accident that there has never been a good British road movie

thicket of the British hinterland remains curiously undisturbed.

I did not understand this at the time, but as with my other motorway-based fictions [I had recently completed

to say and all the entertainment value of a fly rubbing its legs together. So I conceived of a better way of writing about London's orbital motorway and by extension the relation-

ship between place and mass psychology – I would walk

around the M25 and record the experience.

This was eight years ago, and as each year came and went I realised I still had not quite mustered the time and energy to do the fabled M25 walk. Damn it all, most years I had not managed to file a tax return either. Then, this year, I was delighted to see that Iain Sinclair, a writer for whom I have the greatest admiration, was publishing *London Orbital*, a book about his walk around the M25. I bought it, read it and loved it. I suggest you do the same. Sinclair is one of the finest of contemporary English writers and a founder of his own, unique school of psychogeography. The fact that, with his legs marrying then parting, marrying then parting, as he inched around the circumference of London, Sinclair was in a peculiar way birling the mighty log of London itself, made the whole business of not being the first to circumambulate the M25 a lot easier to bear.

This article by Will Self first appeared in 'High Life', February 2003. The illustration is by Ralph Steadman.

BIRLING THE M25

Scale, a story about a man living in a model village abutting the M40], I was actually writing myself out of my own genuine love of motorways and fast driving. I was speeding away from the last, proud, service centre of Modernism and into a confused, Postmodernist hinterland.

The documentary took a couple of weeks to film. For some of the time, I discoursed to a camera that was attached to the bonnet of the car with suckered clamps. But when the script required me to relinquish the wheel of the car and climb into the back seat, in order to show that I had achieved 'M25 enlightenment', we resorted to a vehicle called a 'low-loader'. This behemoth transported the car at a few scant inches above the road surface, and in truth, on a dark, rainy February night, caroming around the crowded M25, it felt to me no safer than being in a car with no driver.

Personally, I felt that my M25 documentary had some important things to say, but a half hour just wasn't enough time to say them in. I think the programmers at Channel 4 thought my film had nothing much

Hubcaps! At long last we have received our order of complete and how good do they look! I am very pleased to say that not only have they arrived but we are also still able to pass

them on for the proposed price of \$50 each; the same price I believe that was quoted some two years ago! Some of the locals have already received their order. Interstate members do not despair – I will despatch the rest when I return from holidays.

If you did not order any in the first round there are still some spares in this shipment and I have also ordered some more for the future. The Big 6 caps in particular with the holes in the centre were really great, so if you need any of these please contact me.

I am writing this report from Tangalooma Resort on Moreton Island off the coast of Brisbane, where we are holidaying with our entire family. We try and have a week together every couple of years as our three children have scattered around the country and this gives the grandchildren a chance to see their cousins.

It was very heartening to see the superb standard and number of Traction at the Melbourne concours recently, these coupled with others I know that are still

under restoration will ensure there are many great examples of these cars around for a long time to come and hopefully most will make it to Mansfield next Easter to support the CCCV Cit-In.

I have not had time recently to continue with driveshafts but expect to get back to this before the end of the year and will keep everyone informed on further developments.

Most parts are still flowing through quite well and people waiting for parts from the club car please bear with me as this is another item needing attention when time permits. I have not finished compiling and listing ID parts but will post these lists on the website when completed also hopefully the green fluid 'D' parts as well. Time is always the issue but hopefully in the near future I will have a little more time than I have had in the past few months.

Rob Little



SPARE NEWS

FOR SALE

**1951 TRACTION AVANT BIG 6**

Totally restored in the late '80s. Modified for daily use, including 2litre ID and 4speed gearbox. Easy car to drive and maintain. Full registration [plate not included in sale] and RWC. Engine

#19313496. All original parts available if required, at additional cost. Price \$25,000 neg. Phone [03] 0419 4537. [30/06]

1951 TRACTION AVANT 11BL.

My car is now for sale after nearly 35 years of ownership. She is in overall good condition with no rust in the sills, floor or bootlid. Interior is in excellent condition except for the front door panels which are [like all French Traction] water marked and the front seats which are not finished but the original French material to complete them is provided. Seat covers are presently in place. It still has the original rubber floor mat to put over the carpet and the original Citroën ignition key. The engine has only done about 47,000km since a total rebuild, gearbox is OK, except for the selectors which need adjusting, and front end had new silentblocks fitted after the engine was done and reconditioned driveshafts. Needs a wheel alignment. The car is painted Volvo light [mid] blue which is as close as I could get to a pre-war Traction colour. Spare parts that come with the car include several gearboxes complete with cw&p, NOS bell housing, a complete unrestored engine, engine block, heads, mudguards, doors, seats, radiators, wheels, drive shafts, cardan shafts, gearbox parts, carbies, rare roof rack, rare original toolbox, workshop manual, brake parts, gear linkages, speedos, windows, starter motors, generators, headlights, lenses, steering parts [rack, pinion etc], suspension parts, handles, bootlids, spare wheel covers, engine stands, gearbox stand etc Boy, you sure collect a lot of stuff over 35 years of ownership! I also have a set of Traction special tools which include

FOR SALE

brake hub pullers, bearing pullers, ball joint pullers, driveshaft clamp etc. which are available by negotiation. Reason for sale? Well after 35 years I am finally getting tired of the old girl but know that 5minutes after she has gone I will be having second thoughts. Price? \$11,000 for the lot! [tools excepted] The spares alone would be worth a few thousand. No reg – no RWC Currently registered QQA 626. Contact Jack [John] Couche, jaksusan@hotmail.com or [03] 9754 3583. [30/05]

1979 CX PALLAS C-MATIC

1979 CX Pallas sedan. Reg no. RYW 225 C-matic. Burgundy paint and fawn leather interior – a great combination. Recent money spent on repairs and maintenance over last three years of ownership. Good body. Needs a re-spray. Fair interior. Registered until December 2006. Runs well but steering rack has small leak. No RWC, \$ 500 for quick sale. Ring Peter [03] 9521159 or 04 0138 3878. [30/05]

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]

WANTED

WEDDING CAR

Do you have a D-Series car that might be suitable for a wedding? Can you help make this couple's day even more perfect? The bride and groom would be overjoyed. Date? February 9. Where? Arthur's Seat, on the Mornington Peninsula. For further details, contact the groom, Chris Merrifield, [03] 9532 9368, 04 2389 0679 or email crmerrifield@hotmail.com [30/06]

EARLY 2CV

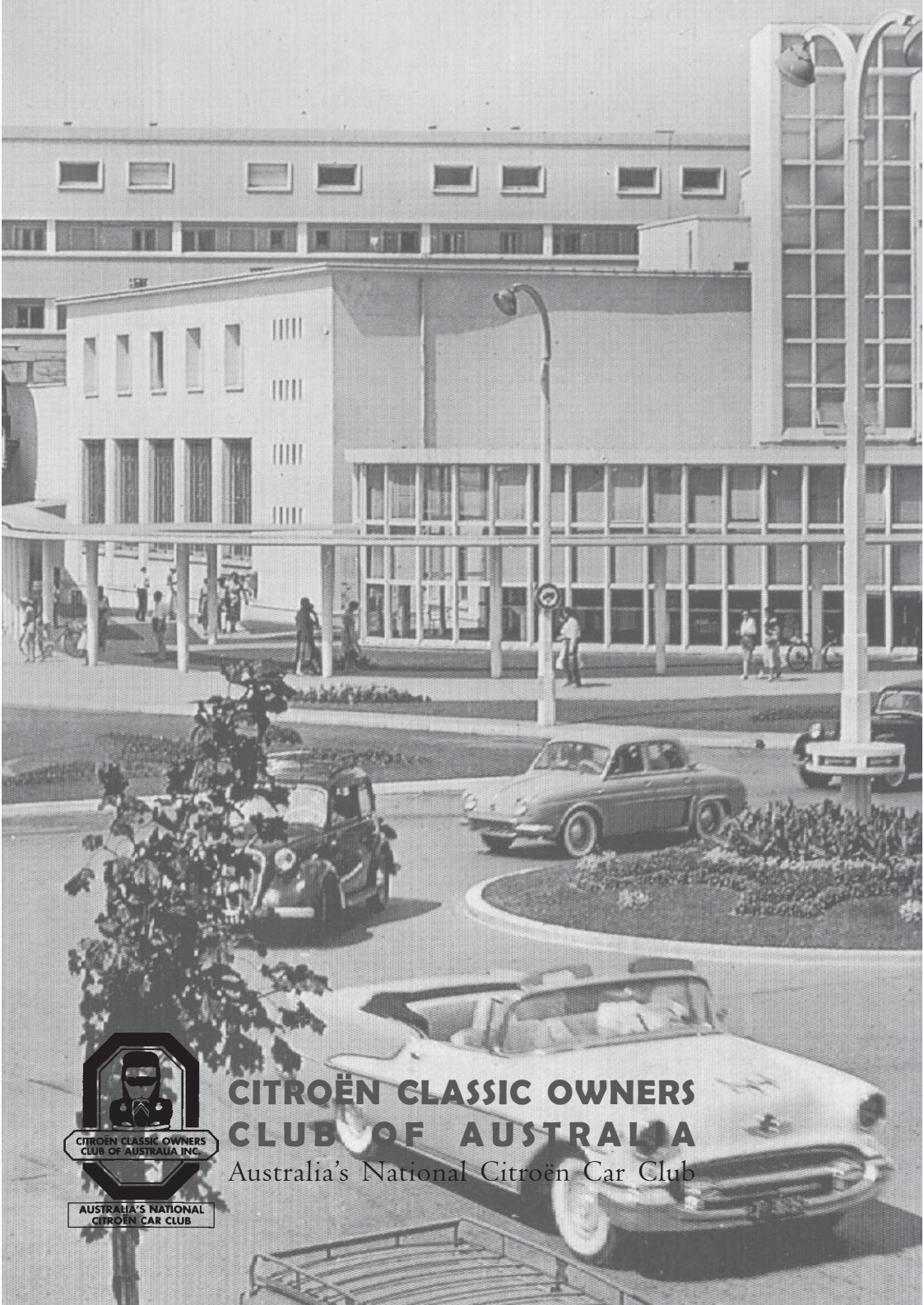
Citroën 2CV, prefer early model [up to early 1960s] in running condition, if possible. However, anything will be considered. Contact Geoff Scott [03] 9699 6654 EMAIL geoffscott1@iprimus.com.au [30/06]

TRACTION PARTS

For 1951 Light 15: Radiator, front seats, wooden dash, accelerator linkage and spring, wiper motor.
For 1951 Big 6: Grille, front guards, complete engine and gearbox, radiator, rear doors. Contact Bob Shackley [02] 6251 6134 [H] or email kyzyl@bigpond.com [30/06]

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 [30/04]



CITROËN CLASSIC OWNERS CLUB OF AUSTRALIA

Australia's National Citroën Car Club