

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



**CITROËN CLASSIC OWNERS
CLUB OF AUSTRALIA**
Australia's National Citroën Car Club

JANUARY / FEBRUARY '07 Vol 30 No 7

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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

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

COVER IMAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts Chatellaillon-Plage, 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

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Andrea Fisher and Andrew McDougall

DEADLINE

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

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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

Bill Schenk, who I am sure you will remember wrote the 'Member's Model' for the last edition of the magazine is about to receive international fame. He

ED SED

does not know this yet... but the Traction Owners Club in the UK has asked to be allowed to reprint the article in their magazine 'Floating Power'. Bill's superb article is deserving of international acclaim. So, what's holding rest of you back?

This edition of 'Front Drive' has the paperwork [proxy and nomination forms] for the Annual General Meeting. Andrea, in 'PrezSez' has extolled the virtues of completing both forms, which need to reach the secretary at least 7days before the AGM.

While it only of direct interest to Victorian members, Andrew McDougall has prepared an update on the planned change to the 'Red Plate Scheme', following a seminar held by the Association of Motoring Clubs.

Andrew has been very prolific recently and I am pleased to be able to publish the first part of his motoring diary, from his recent trip. This edition sees Andrew and Frances visit Easter Island, Paris, Poland, Czech Republic and the Baltic States. I am sure you will enjoy this feature – although I should 'warn' you, it is not totally Citroën-centric!

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I was thumbing through some old English motoring magazines recently and found a 1976 review of the CX 2200, both Super and Pallas. In summary: stylish, sophisticated and under-powered.

Relentless,
Leigh F Miles – Editor



It is the start of a new year with a couple of events to get us going. A trip to Ashcombe Maze, and Andrew Murray has kindly opened his house at Red Hill for us. Hopefully you will get this reminder before

the event [depending on printing and posting]. The January meeting will be a BBQ as usual this time at Kevin Bartlett reserve. I know this follows from the Christmas BBQ, but the December event was such a success, we could not resist doing a reprise.

Then on 11 February is the French Car Festival. I am pleased to say that I have had a number of offers to help on the day. We would like to see you all come along.

There does not seem to be many CCOCA members registered for the CitIn at Mansfield yet. Book before January 31 to avoid paying top dollar. And the accommodation is limited so book that now also.

Regarding our own CitIn in 2008, after a year of hard work we can finally confirm that it will be held in Deniliquin. The rest of the work that I do on behalf of the Club to organise the event will be much easier if there are a few more people who have been to recent Cit-Ins and are keen to help or at least come and catch

up with old friends from around the country.

Leigh Miles and Sue Bryant are heading to Portland in January to scope out OzTraction '07.

PREZ SEZ

While we have been to the Western District and to Mt Gambier for OzTraction's past, this is they believe the first time we will have descended on Portland. So, pencil the weekend of June 8 to 11 into your diary. Full details will be in the next edition of 'Front Drive'.

Enclosed are the documents for the AGM. This will be held on Wednesday, March 28; it is very important that you submit the proxy form if you cannot be there in person – a club as widespread as ours has real issues about achieving a quorum otherwise. Remember as well, that if you hold a Joint Membership, then both members have a vote and can make nominations. So, we have sent two sets of proxy and nomination forms with each magazine. Also please consider putting in a nomination for a Committee position, as there are several vacancies to fill in order to keep providing the services you expect from the Club.

Andrea Fisher



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

A-TRACTIONS

● JANUARY '07 DAY RUN - MORNINGTON PENINSULA

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, BI
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 CARD 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 8TH HOLDEN DAY



WHEN: Sunday, February 4
TIME: From 9:30am
WHERE: Flemington racecourse,
entry via Members Way,
off Epsom Rd. Melway 42, FI
COST: Adults: \$10, under 16 free
BOOKING: Not required
CONTACT: [03] 9890 0524 or
www.victorianallholdenday.net

SHANNONS FRENCH CAR FESTIVAL

WHEN: Sunday, February 11
TIME: Gates open 8:30am

A-TRACTIONS

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 '50s and '60s to new models straight from the showroom. Apart from inspecting the hundreds of

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 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

AOMC BRITISH & EUROPEAN DAY

WHEN: Sunday, March 4
TIME: Display cars from 8:30am
Spectators from 10:00am
WHERE: Flemington Racecourse,
entry from Epsom Rd.



COST: Display car, \$15 inc
occupants. Spectators, Adults \$15
BOOKING: Preferred by March 1
if you intend to display
CONTACT: Leigh Miles,
[03] 9888 7506,
editor@citroenclassic.org.au

AOMC,
www.aomc.asn.au/B&Eshow07.htm
This year the featured marque is
Vauxhall. You can download a
booking form and pre-pay to ensure
speedy entry on the day.

DAY RUN – BUDA HISTORIC HOME & CASTLEMAINE LUNCH

Please note the change of date due to
the AOMC British & European Day.
This event will now run on Sunday,
April 29.

NATIONAL STEAMFEST

WHEN: Saturday 10 to
Monday, 12 March
TIME: From 10:00am each day
WHERE: National
Steam Centre, 1200 Ferntree Gully
Rd., Scoresby. Melway 72, D9
COST: Adults \$10,
children \$5, family \$20
BOOKING: Not required

BRING: Lunch, rug, chairs, sunscreen
CONTACT: Leigh Miles,
[03] 9888 7506 [H],
editor@citroenclassic.org.au



Steam rollers, steam traction engines,
portable steam engines, stationary
steam engines... working examples
from the 1890s and beyond.
Blacksmith's shop, with working
steam hammer. This is one of the
finest collections of steam and diesel
machinery in the country and on the
Labour Day long weekend if it runs,
it'll be running this weekend.



The kids [big and small] amongst us
will enjoy a ride on the 12" miniature
railway too.



SHARE THE PASSION

The event is
hosted jointly by the Citroën Classic

DAY RUN – CANONS CREEK

WHEN: Sunday, March 25
TIME: 11:30am

A-TRACTIONS

FROM: Brandon Park Shopping Centre, near Video Ezy, Springvale Rd., Wheelers Hill.
TO: Bernie & Clare Hadaway's property at Canons Creek
COST: Free
BRING: Food for the BBQ, salad, refreshments, chair, sunscreen
BOOKING: Essential, by March 22
CONTACT: Bernie

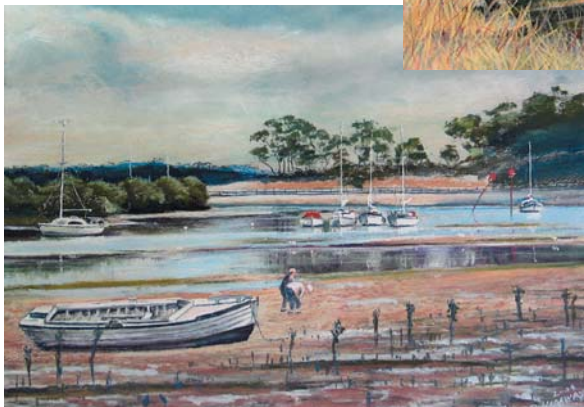
& Clare Hadaway,
[03] 9598 6888
treasurer@
citroenclassic.org.
au

Discover your
Victoria.
What would
you consider to
be a good day

out? • Walking in the lovely Australian countryside observing flora and fauna and tranquil waters
• Perhaps playing boule
• Fishing, although the tide will be low it is the time for the camera to click and you get a shot of a lifetime
• Sitting under a tree communing with nature or
• Scintillating conversation with like-minded Citroënists
• Failing all of these you can knit!
You can have any or all of these if you come to the day run to Bernard and Clare's property at Cannons Creek on 25 March 2007.
Bring your car, yourselves and your



food needs and comforts for the day we can supply water for a cuppa. While BBQ facilities will be available, if it is a Total Fire Ban the BBQ will not be lit. Some of you have been there before and so will enjoy it again, others who have not yet 'discovered' Cannons Creek are in for a great delight. Look forward to seeing you.



ANNUAL GENERAL MEETING

WHEN: Wednesday, March 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

Yes, it is that time of the year again—the Annual General Meeting is rolling around again in March. Wednesday, March 28, to be precise. Every year the Committee exhorts you come along to this important event, and every year we manage to have sufficient members attend to assure us a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.



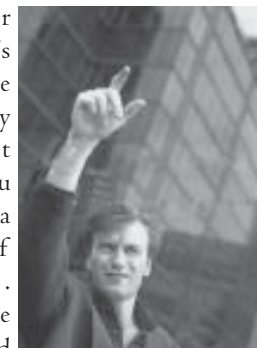
VOLUNTEER!

Have you thought of standing for Committee? All Committee positions are 'up for grabs'. So, complete the

nomination form that has been included with this edition of 'Front Drive' and return it to the Secretary at PO Box 52, Balwyn, 3103. Remember, this is the only edition of 'Front Drive' that will include this form.

VOTE!

Voting for next year's Committee is a very important right you have as a member of C C O C A. So, come along and make sure you have your input. If you will not be able to attend on the night, be sure to submit your proxy form, which has also been included with this edition of the magazine.



● APRIL

AOMC AMERICAN MOTORING SHOW

*Don't be an April Fool
come to the...*

American Motoring Show

Sunday 1st April 2007

WHEN: Sunday, April 1
TIME: Display cars from 8:30am
Spectators from 10:00am

WHERE: Flemington Racecourse,
entry from Epsom Rd.
COST: Display car, \$15 inc
occupants. Spectators, Adults \$15
CONTACT: AOMC,

A-TRACTIONS

www.aomc.asn.au/B&Eshow07.htm

CIT-IN '07: MANSFIELD

WHEN: Friday, April 6
to Monday, April 9

WHERE: Mansfield,
in Victoria's High Country

COST: \$175pp

BOOKING: Essential by February 1

CONTACT: CCCV Inc.,
PO Box 48,
East Melbourne, Vic., 3002

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

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

WELCOME TO VICTORIA IN 2007

We've chosen a wonderful location

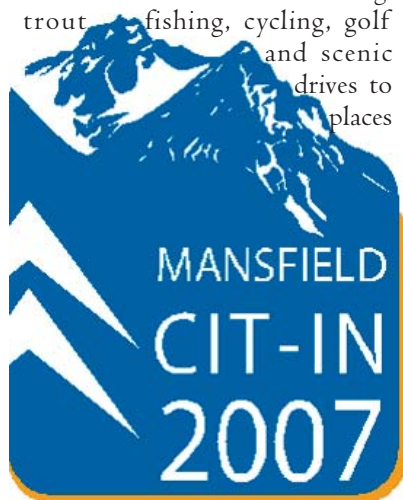
in Mansfield, the gateway to the Victorian Alps. Whether you're a died-in-the-wool enthusiast or a first time Cit-In participant you'll have a ball at the Easter rally. The friendly folk in beautiful Mansfield are giving us terrific support and you can be assured of a memorable stay. An event not to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

Looking forward to seeing you.

EASTER IN MANSFIELD

The recreation hall in Highett St. will be the nerve centre of the Cit-In and registrations will be taken at that venue. The display of vehicles will be on Saturday 7 April on the oval near the Botanic Park and, on the same day, Mansfield hosts its popular Easter Bush Market in the main street. The agricultural festival Agfest is also held on this weekend at the show grounds. The town will be a-buzz!

Around town there is horse-riding, trout fishing, cycling, golf and scenic drives to places



of interest including local wineries, the Mansfield Zoo, Bonnie Doon on Lake Eildon as well as some of the best scenery in the country.

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

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

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 Cit-In. Watch postings on www.aussiefrogs.com for further details.

REGISTRATION DETAILS

Applications received prior to 31 January 2007: \$165pp

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

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

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

A-TRACTIONS

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

OUR SPONSORS

Our sponsors enable us to keep costs at a reasonable level – please support them in any way you can.

ATECO AUSTRALIA

The Australian Citroën distributor. Since taking over the distribution of the Citroën marque in Australia, Ateco has been responsible for introducing the most exciting and 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.

ZAGAME CITROËN

Melbourne's leading Citroën dealership with showrooms in Richmond and Brighton, plus state of the art service facilities in Abbotsford. The significant commitment of Zagame

to our club movement must be acknowledged by all.

MICHELIN AUSTRALIA

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.

RACV

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 exper-



tise and the equipment to service all your vehicles up to the latest models.

DAY RUN – BUDA HISTORIC HOME & CASTLEMAINE LUNCH

WHEN: Sunday, April 29

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 April 25

CONTACT: Leigh Miles

[03] 9888 7506

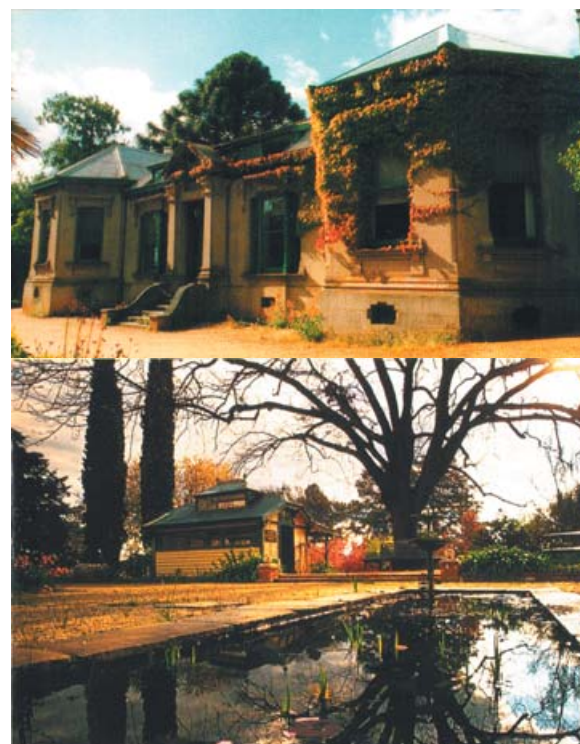
activities@citroenclassic.org.au

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 1.2 hectares of enchanting gardens, Buda is a unique record of this creative family who occupied it for the period of 118 years 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.



Andrew McDougall attended an AOMC seminar in Ballarat to hear about the Association of Motoring Clubs' position on, and its understanding of, VicRoads

in the figures for various component parts of the AOMC submission, generally the break up is as follows: 86% of clubs [95% of membership] support in principle the proposed

VicRoads changes, 9% do not support the change and

5% of clubs were unclear.

The specific issues addressed were as follows:

Number Plates:

Fees: issuing of new plates will cost around \$27.20 – not retrospective for plates currently held. VicRoads have the right to charge now and so this issue is separate from the proposed permit modifications.

AOMC's position is one of acceptance.

Reissue/Transfer:

VicRoads say it will not occur until the computer data base is revamped – about 2 years away. AOMC support retention of a car's plate when ownership

is transferred within a club or when an owner retains the vehicle but changes club.

CH plates: new 5 digit series plate implemented. Slim line plates at a charge of \$10 being considered – AOMC support.

Collectable CPS plates: may be available in 2+ year's time. AOMC support this but wants a system

ads development of a revised permit system. Here is his report.

There was no one in attendance from VicRoads and there has been no discussion between VicRoads and AOMC since AOMC made its second submission in September 2006. VicRoads held off having further discussions until the outcome of the Victorian State elections was known. In reality, further discussions are unlikely to occur until 2007.

VicRoads continue to maintain that the modified scheme, when implemented will be logbook based and is expected to be of 90 days duration per vehicle per year.

This is due to pressure being brought to bear by the police who require a more transparent and enforceable system.

The AOMC's second submission was based on a distillation of the written responses received from the member clubs. 30% of the clubs provided written responses. Although there are slight differences



'RED PLATE' UPDATE

For	Against
Resolves clarity of use	Clubs would lose traditional control of vehicle use – however the permit is only available for financial club members
An unusually positive government change – the trend is for governments to become more restrictive as is happening in the EU and the USA	Risk of abuse from the restricted log book use – already subject to abuse under the current system
More scope for recreational use and enjoyment	Insurance costs may rise – a survey of the three insurers indicates that there will not be an automatic rise in premiums – premiums based on accident statistics. Also there is strong competition for the insurance business and the 90day log book system in SA has not lead to increased premiums
Potential for attracting new members as ownership of vehicles more attractive	Clubs will lose reason for membership – not so as the permit is only available to financial club members. It is up to the clubs to maintain their attractiveness to the membership.
Increased use contributes to higher maintenance standards.	Of little or no value to some owners of older cars – AOMC have made a submission for the availability of a 45day permit for a correspondingly reduced price
	Log books too complex – AOMC are working with VicRoads to simplify the requirements
	Permit costs likely to rise – VicRoads propose retaining the current fee structure – ie around ¼ of full registration.

that allows genuinely interested people to have an opportunity of securing them whilst eliminating speculators.

Transfer from full registration to

Membership monitoring by clubs: Privacy legislation changes need to be made for VicRoads to respond to club enquiries about members and possible inappropriate vehicle use – AOMC support.

Replica Vehicles: AOMC

'RED PLATE' UPDATE

CPS: AOMC have submitted that transference from full registration to a permit should not entail the need for a roadworthy certificate.

AOMC supports the logbook proposal

AOMC is still in discussion with VicRoads regarding who issues the logbooks. VicRoads wants to issue them. AOMC favours the clubs issuing them or in place of this having a watertight system that ensures applicants/renewers are financial club members before VicRoads issues a new logbook.

Logbook fee – AOMC submits that this should be cost recovery charge only and no more than \$10.

Logbook replacement in the event of damage/loss – to be difficult and only by statutory declaration and club endorsement – AOMC support.

Log book infringement penalty: \$500 fine and three demerit points – AOMC support.

position is for the permit scheme to be available for 25+ year old vehicles but keeping heavily modified vehicles separate from the scheme. Having said this AOMC favours reasonably modified vehicles being able to participate in the scheme and club activities. If clubs are unhappy with a particular vehicle, they have recourse to refer the vehicle to the VSI8 engineering inspection, which is very rigorous and specific in its allowances.

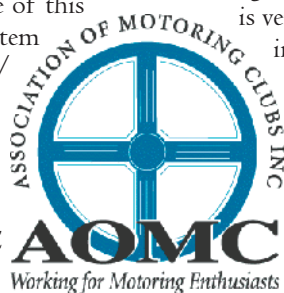
It appears that VicRoads does appreciate AOMC's professional approach.

A copy of AOMC's second submission to VicRoads and a summary of the current

status can be found on the AOMC's web site [www.aomc.asn.au/]. Periodic reference to the web site will keep members up to date with negotiations.

Timing: it could be another two years before the new permit system is introduced.

Andrew McDougall



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29/06

Andrew and Frances McDougall have recently returned from three months of international travel. As many of you will know, An-

First stop Santiago Chile – a city of 60,000 black and yellow taxis which are small to medium size and get you a long way for the cost of our flag fall. A city shrouded in 'contaminacion' due to the surrounding Andes

mountains, industry and lots of cars and older belching diesel buses – whilst there we generally saw the sun when it rose and set but not in between. A wonderful new underground metro system running silently on rubber tyres.

Our next stop was at Easter Island after a 5hour Lan Chile flight to the remotest place on earth. The airstrip comes as a surprise as it stretches right across the island and is larger than any jumbo needs – this is because the Ameri-

cans enlarged it in case the shuttle had to use it for an emergency landing. So far, this has not been necessary. Talking of transport it is amazing to see the efforts of a much earlier civilisation which felt the need to carve huge rock statues [moai] and then transport them by means not known [maybe by wooden sled before all the trees were harvested] to the remote perimeter locations around the island. Many moai weigh 80tons or more and the largest partially completed moai, still not fully carved out of the quarry, weighs around 300tons. The somewhat delicate tufa top-knots that are placed like hats on top of the statues are carved in another quarry and again had to be transported to the statue sites and then placed on the statues after the statues themselves had

been erected – an interesting logistical conundrum. The mainly Polynesian population lives in one town at the end of the runway. Cars did not play a significant role in transport until a decade or so ago. Now you see a relatively large number of small Japanese and Korean cars and 4WDs. The older ones suffer heavily from the demon rust and in some cases, not much of the body remains. However as long it goes that is all that is necessary – no such thing as a roadworthy check. I saw one very sad Peugeot 305, which had all its wheels splayed at crazy angles, no exhaust, lots of holes in the body and windows missing, crawling crabwise up the street. The taxis ranged from good to poor and one we rode in had no rear window [only polythene, hardly any exhaust, doors that would

Left to right: Easter Island taxi – this one looks like a Hyundai, but I do not think the marque is that important.

At the Grand Palais, in Paris, Andrew and Frances saw this 2CV-powered drum machine and Solex-powered toilet. In the background a scene from the original movie completes the image.

MOTORING WORLD

drew's interest in motoring and motor cars extends well beyond Citroën. Here in the first part of his automotive travel diary he shares the motoring highlights they found between Santiago and Helsinki.

In our 3 months away we had a variety of motoring and transport experiences in diverse locations which I thought could be of interest. It is easiest if I list them as a series of dot points, roughly in the order in which they occurred.



MOTORING WORLD



not open, etc]. However, they are cheap to hire and the driving speed is 40kph. Some of the local authorities are lamenting the fact that many of the local population

MOTORING WORLD

now get the taxi drivers to collect their provisions, rather than walking to the shops themselves. Consequently, the population is tending to put on weight through lack of exercise. The logistics of getting cars to the island is quite an exercise, as ships only call in a few times a year and there is no port, so that the cargo has to come ashore by barge. Or else the cars come in as air cargo – all quite expensive and so it helps to explain

why the vehicles are kept going beyond their use by date.

Generally, when we travel overseas we play spot the 2CV Citroën: we were quick to score a hit by see-

ing our first one in rustic village at the foot of the

Andean mountains. This was followed by two more sedans and a van in Santiago. Other 2CV hits were: a blue one driving in Paris, a dark blue car in Versailles, two plus a Mehari near Strasbourg, one at a German border town, Heidelberg, a yellow and a green one in Czech Republic villages and the two we did not see in Krakow Poland as we visited the Citroën dealer who services them. Related to two CV's, we vis-

ited the wonderful restored glass roofed 19th C Grand Palais in Paris in which there was an amazing exhibition of mechanised film props. Amongst the exhibits was a 2 x 2CV engine powered drum playing machine and also the oddest Solex friction driven 2 stroke powered bicycle converted into a tricycle complete with porcelain toilet bowl and overhead cistern – one of the actors proceeded to ride it around the hall seated on the 'throne'.

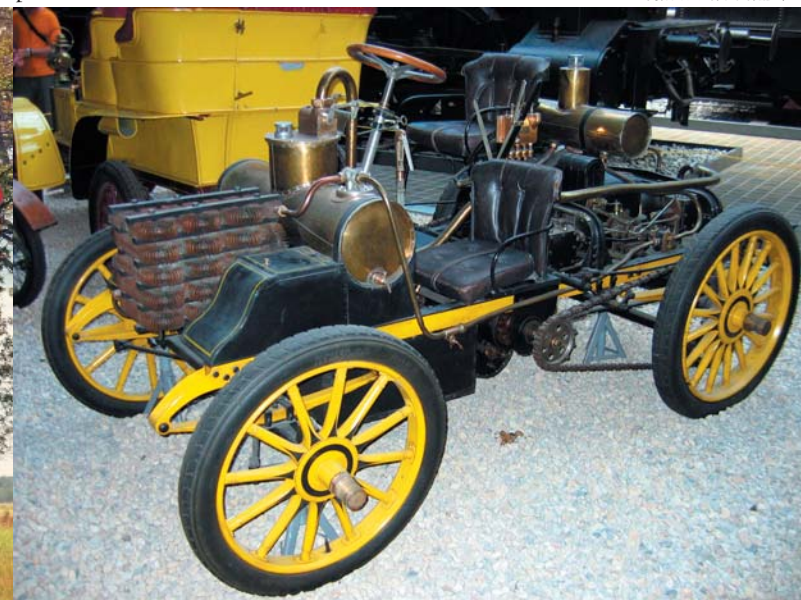
We collected our leased, brand new Citroën Picasso in Paris and then proceeded to cover 8,800km over the next 51 days it was in our possession. Whilst not being the best handling driver's car, it was excellent in that it has lots of space for up to five adults,

has a cavernous luggage carrying capacity, is very comfortable with compliant suspension, easy access for young and old and excellent sit up and see visibility. It was powered by a 1.6litre turbo diesel with exhaust particle arrester. It did lack a bit of low down lugging torque and would not make a good tow vehicle, but having driven it under all conditions: choked city, country roads, mountain climbing and high speed motorway we were impressed with the economy, averaging a miserly 5.97litres per 100km [47.6mpg]. In fact, the economy more than offset the higher cost of fuel. The Australian governments should be insisting that Australians demand and purchase space efficient cars with the highly efficient Euro-

Left to right:
An overview of the excellent National Technical Museum in Prague.

A Polish road sign that adorns the edges of far too many roads in that country.

1900 NW 12hp 2 cylinder racing car capable of 90kph, that is in the Technical Museum.



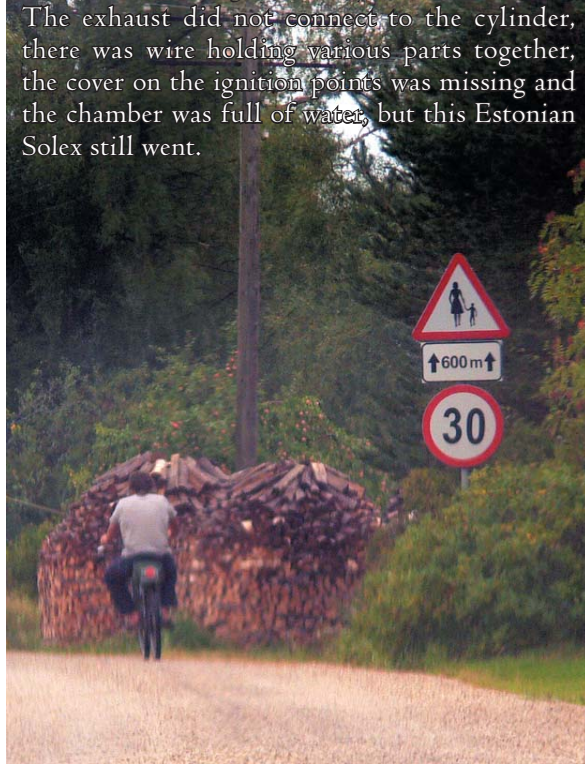
pean diesel technology as it would be a way of significantly cutting green house gas emissions.

In Prague we visited the excellent Science and Technology Museum

MOTORING WORLD

[National Technical Museum] which has a wonderful collection of very early cars, bicycles, motorcycles, planes and trains. We were fortunate in our visit timing, as the museum has since closed for 2 years of renovations. It is surprising how many vehicles of Czech

The exhaust did not connect to the cylinder, there was wire holding various parts together, the cover on the ignition points was missing and the chamber was full of water, but this Estonian Solex still went.



origin there were at the beginning of the 20th C including a 1900 NW 12hp 2 cylinder racing car capable of 90kph

Driving in Poland is an experience not to be missed! Many drive like there is

no tomorrow with drivers on a two lane highway creating a centre suicide lane to overtake, whilst making those being passed and the oncoming traffic hug the edge of the road. After a day of this, Frances announced that I had passed my Polish driving test as I was now emulating them – it is a case of when in Rome do what the Romans do. To add to the experience the Polish economy is booming, which has resulted in a huge increase in truck traffic on an inadequate road system. A consequence of this is that the roads are not designed to take the wheel loadings and as a result there are two deep furrows in each lane that in turn make moving over to the edge of the road 'interesting' as you are approached by a speeding suicide lane driver. There are many signs at the roadside, showing in cartoon form, the depiction of cars being thrown off the road by the deep furrows and rough edges – it certainly is not a place to drive my Model T Ford. I was impressed with the progress that Poland has made since my last



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visit in 1986 and it will continue to move apace once the new road network, which is under construction, is completed.

As we entered the Baltic countries

down the street when I saw a very decrepit moped lying against a house fence – the exhaust did not connect to the cylinder, there was wire holding various parts together and the cover on the ignition points was

missing and the chamber was full of water – it was raining at the time. I stopped to take a photo, but just at this moment, a burly young man comes wandering out of the house and to my amazement climbs onto the machine and pedals off – after about a dozen pedals the machine fires up and heads off up the road and around a corner in a cloud of smoke. I only managed to get a photo as it disappeared into the distance – how it ran with water-covered points is beyond me. In Riga the capital of Latvia, they have a good and well-patronised public transport system – trams and buses. The buses are particularly good: new, modern, articulated and running on gas-powered diesels. The other good feature is that you can go a long way for little money. I took a ride to an outskirts forested area and visited another good car and motorcycle museum. From Tallinn, the capital of Estonia, we caught a fast sea cat car ferry to Helsinki.

More next edition...



Any new car from Citroën has a lot to live up to. They are a company that have repeatedly broken new ground in motor vehicle technology. Moreover, when that new car is also voted Car of the Year by a consortium

of Europe's leading motoring journalists, it has even more to live up to.

Certainly the Citroën CX looks the part; its bodyshape is a dramatically beautiful piece of futuristic design that is efficient as well as elegant, being aerodynamically proven with a very low coefficient of drag – an achievement honoured by giving the car as its name the letters CX which are the engineering symbol used in drag measurement.

It's engineering, too, follows Cit-

roën's unconventional path, though for once there is little in the way of major technological innovation. The CX is a consolidation of ideas already developed on other models;

the aerodynamics have been seen on the GS and SM models.

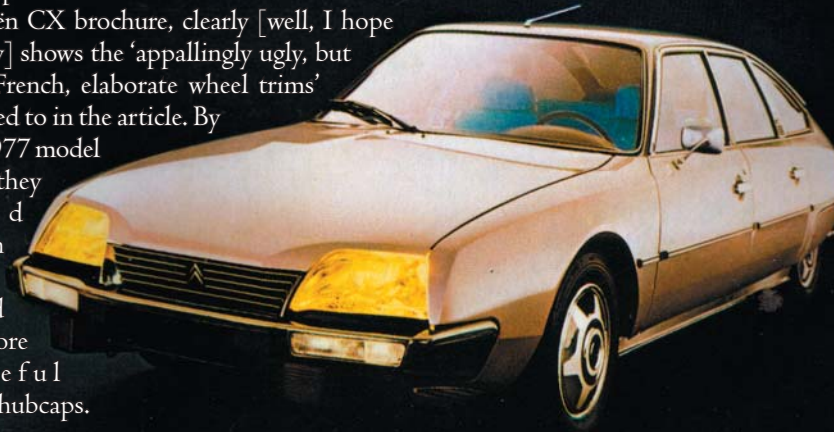
The Hydropneumatic suspension with variable height setting and self-levelling has already been seen on the GS and DS models, as have the hydraulically assisted push button brakes. The engine, too, has had a long life powering the DS model.

But the ideas are developed to their logical conclusion; like all Citroëns this one has been designed so that it will not date, with a body and mechanics that will last the 20 years

MOTORING WORLD

PERIOD PIECE

This picture from the cover of the French 1976 Citroën CX brochure, clearly [well, I hope clearly] shows the 'appallingly ugly, but very French, elaborate wheel trims' referred to in the article. By the 1977 model year, they had been replaced by more tasteful plain hubcaps.



that the DS range did.

We found one or two blemishes, though, when we tested the original CX 2000. Its 1,985cc engine lacked punch, the gearchange was baulky,

petitors such as the BMW 5 series or Rover 2200.

All round vision from the car is magnificent, the windscreen is huge and steeply raked, being swept by a

large centrally mounted wiper reminiscent of racing sports

cars. The rear window is another piece of intriguing design. It is slightly concave so that the airflow across it at speed keeps it free from rain. Windscreen insurance is clearly a must on this car. Heaven help any owner who had to pay for the cost of replacing these complex curved areas of glass.

But Citroën have never been famous for compromises over such details, if the engineering department demands them in the first place.

The 2200 Super model is outwardly identical to the 2000, though metallic paintwork is available at no extra cost. The Pallas differs in

having chrome rubbing-strips along the body sides and appallingly ugly, but very French, elaborate wheel trims

ACCOMMODATION

The CX may be only 2' [5cm] longer than a Rover 2200 but it feels more like 2' [60cm] inside. The sensible expedient of having front wheel drive coupled to a transversely mounted engine leaves oceans of space for passengers, uncluttered by the gearbox housings, transmission tunnels and back axle intrusions of conventional rear driven models.

It is the car's accommodation that will win the CX most buyers. Front seats are large and luxuriously comfortable, also being fitted with headrests. They both recline while the driver's seat can also be adjusted for height and cushion angle.

The rear bench will easily hold three, and has a fold down centre

armrest for use when carrying just two. Headroom is excellent and legroom is magnificent even with the front seats adjusted right back. The Pallas is also fitted with two rear roof lights to complete the back seat driver's luxury. Seating material is nylon cloth in the 2200 Super and velour in the Pallas.

The boot is a huge 17ft³. It has a completely flat floor and an even, rectangular shape for easy loading.

Inside the car is a reasonable sized locking glovebox along with elasticised map pockets in the front doors.

EQUIPMENT

The CX's dashboard makes other manufacturers' efforts at fingertip controls pale into insignificance. Citroën have placed the switchgear for every major function around the instrument pod where the driver can operate them without removing his hand from the wheel. He simply

PERIOD PIECE

there was more wind noise at speed than we expected and, probably worst of all, the steering was very heavy.

So we looked forward to testing the larger engined 2200 Super model and the 2200 Pallas which has Citroën's unique VariPower steering system as a standard fitment to see if these problems were cured on the two larger models of the range.

STYLE AND FINISH

As we have said, the CX is a piece of aerodynamically inspired beauty. Its sleek, low looks make it appear deceptively long; it is only fractionally longer than conventional com-



plays them like a piano. The system is another example of Citroën's ingenuity and just about perfect. One would only quibble about small points: Citroën's irritating obsession

PERIOD PIECE

with non self cancelling indicators [though a cancelling system would be hard to reconcile with their switchgear] and the failure to use an electric screen wash pump on such an expensive car.

Completing the unique fascia are TV screen like speedometer and rev counter. They operate on the revolving drum principle but only show a single figure through the magnifying viewer.

The interior design follows the precedent set by the exterior; it is highly unusual and futuristic with much use made of curiously curved areas of moulded plastic trimming.

Equipment levels of the Super and Pallas are good, but so they should be at the price. Both have a heated rear screen, halogen headlamps, inertia reel seat belts, electric front windows and oil level gauge as standard. The costlier Pallas has in addition a deep pile carpet, map reading light and pockets in the front seat backs.

PERFORMANCE

The 2litre engine was noticeably

sluggish in the big CX and, unfortunately, the 2.2litre unit of the Super and Pallas models is little better. Power and torque are both improved by around 10% and the pushrod engine has been developed to produce quite respectable

power for its size. However, the CX is rather a heavy car and fairly high geared for restful cruising, so acceleration is still modest.

The high gearing and relative lack of torque show up most when accelerating in top gear – for example when overtaking – when the car is very annoying in its slowness of response and a driver must remember to remember this before committing himself to overtaking.

The big four-cylinder engine has never been renowned for its smoothness and it betrays the same top end roughness that it showed in the DS series. Gearchange, like so many front wheel drive cars, seems to vary in quality between individual cars. The Super's change was slow and balked while that of the Pallas was lighter and easier. Neither are in the first rank of front drive gear shifts.

The gears are widely spaced so the car has to be revved hard to keep up acceleration and overall gearing is high. Like all French cars, the CX is designed for endless high speed cruising – a feat which it accomplishes effortlessly.

Braking is yet another Citroën curiosity. The split circuit system operates through high-pressure hydraulics to the discs on all wheels and needs only a delicate touch on the pedal for normal braking. This very sensitive pedal – it is a button on some Citroëns – is a feature that takes time to become acquainted with but then works well.

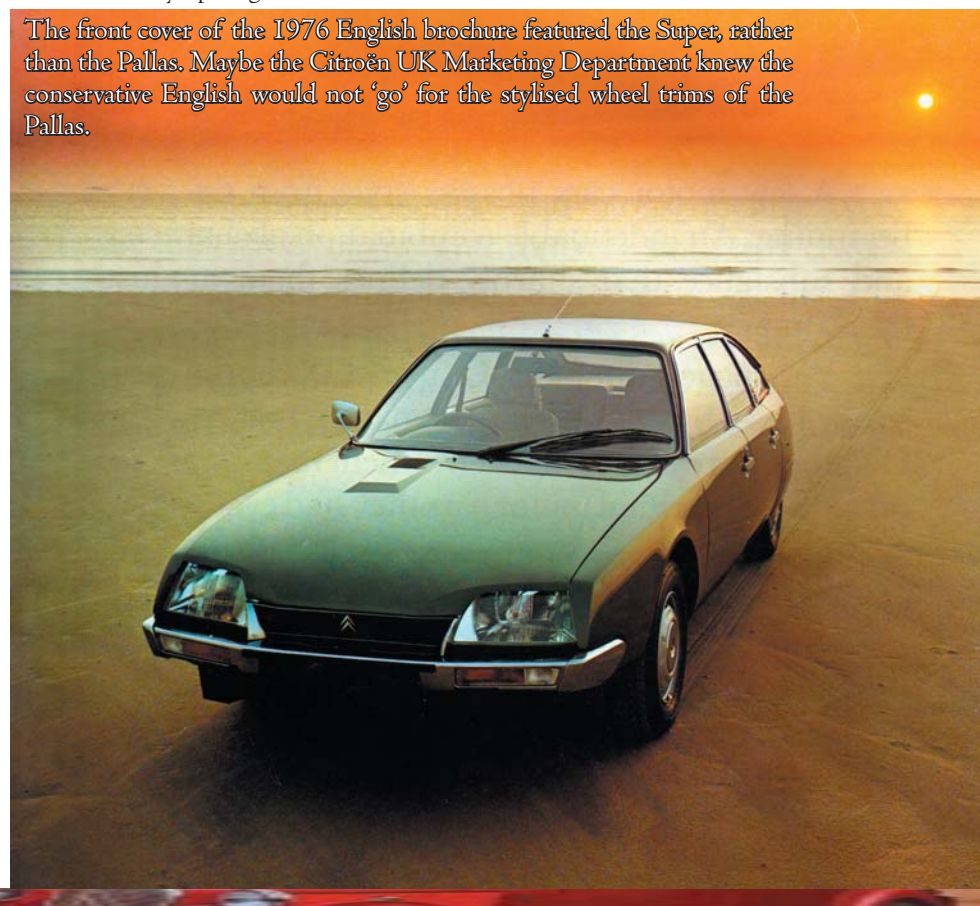
HANDLING

The CX is no exception to the rule that the softly sprung French cars

roll heavily and understeer strongly when cornered, despite which they can be pushed round bends at remarkably high speeds.

The CX then has very good road-holding, but most drivers are likely to be deterred from exploring its limits of adhesion by the handling. As well as rolling strongly, the steering is also extremely heavy, a problem which can become extremely depressing when trying to manhandle the car on 4.5turns of

The front cover of the 1976 English brochure featured the Super, rather than the Pallas. Maybe the Citroën UK Marketing Department knew the conservative English would not 'go' for the stylised wheel trims of the Pallas.



heavy lock through London's low speed traffic.

The power steering of the Pallas proves to be a terrific boon. Without it, many may find the car unmanage-

and the CX carries on the story. The self-levelling hydro pneumatic suspension gives a soft, level ride utterly unaffected by bumps and irregularities. The ride height

can also be adjusted for traversing rough ground.

Wind and engine noise are still present in both the Super and Pallas, though the Pallas appears to have better engine sound deadening. Wind noise is restricted to the door seals and is only really noticeable at high cruising speeds, though even then it is not excessive.

THE COSTS

The Super and Pallas models are expensive at £3,776 and £4,361 respectively, but still competitively priced compared with their opposition. Fuel consumption does depend a lot on the way the car is driven; cruised over long distances at legal speeds it can return excel-

lent figures of around 26mpg [10.9 l/100km], but this drops down to about 20mpg [14.1 l/100km] if the car is regularly revved hard, to extract performance.

Servicing and spares are naturally going to be expensive; Citroën make complex cars that are costly to maintain. However, though they are complicated, there is no evidence that they are any less reliable than more conventional design. The major service interval is 6,000miles [10,000km], but there is a half hour check at 3,000mile [5,000km] intervals.

One small drawback, as with many imported cars, is the spread of the dealership, fewer than 200 of them. And like so many French [and Italian] makers, Citroën offer only a six months/unlim-

ited mileage warranty. How much longer before all such guarantees are forced up to the more competitive 12months period?

Insurance is, not surprisingly, rather high – Group 6 for both

PERIOD PIECE

ably heavy unless they simply want to do long distance straight-line work, but with it, the car becomes a lightweight to control.

The Citroën system gives progressive assistance so that the steering is light for low speed manoeuvring but heavier with good feel for higher speed work. It is also high geared at 2.5turns lock to lock and has strong self-centring – a combination with which it takes some time to come to terms. The newcomer will start by zig-zagging up the road, but will eventually appreciate the delicacy of control needed. Once mastered, it is a restful and effective system.

Citroën ride comfort is legendary



THE ALTERNATIVES

The CX has some tough competition in both Super and Pallas form. All the well known executive saloons have models that come within range

Citroën owner loves and swears by, but they are far less likely to impress a person brought up on more conventional machines.

VERDICT

The CX 2200 Super does not seem to offer a

of one or both. The cheaper Super is pushed hard by the top-of-the-line Princess 2200HLS, an excellent car and rather cheaper at £3,294.

The somewhat old fashioned, but very British, Rover 2200TC [£3,625] and Triumph 2500TC [£3,476] also match it closely. From Germany the economy BMW 5series version, the 518 is priced at £3,599 while the roomy if plain Audi 100GL is £3,698. A very strong competitor must be the up to date Volvo 244DL at £3,550, a rugged and very safe car that, in looks at any rate, is the complete antithesis of the CX. Mercedes Benz also have their sturdy 200 at £3,875.

The faster, fuel injected 244GL at £4,646 is a rival to the Pallas as is the ageing Rover 3500S at £3,999. For the sporting minded, there is the BMW 520i with fuel injection [£4,399] or the Opel Commodore [£4,003].

As worthy as all these other choices are, though, none is quite like the CX, with its ride height control, 200i styling and intriguing detail work. They are features that a

great deal over the 2000 to merit its £300 or so extra cost. The increase in performance is only slight, for the car remains sluggish, and the extra equipment electric windows and so on is less than £300 worth of cosmetic treatment. The problem of heavy steering is still the biggest drawback.

This problem is resolved on the Pallas the power steering transforms the handling of the car, making it no longer an arm-wrenching task to drive through towns or bendy roads. The rest of the Pallas treatment is strictly cosmetic, though it is very well done with many nice detail touches.

The result is a first class car that is exceptionally pleasant to drive or be driven in. It is a high price, but no higher than many rivals. With a larger engine and automatic transmission, it would be absolute perfection.

This article first appeared in 'What Car?', May 1976. The pictures used to illustrate the article are taken from the editor's brochure collection.



The Club is on an irregular basis contacted by new owners of Traction Avant cars, seeking some history on a vehicle they have recently purchased. Typically, these requests are quite straightforward and

do in the least contain anything of interest to members. However, this email arrived in my in box in the days between Christmas and New Year. I certainly found it sufficient interest to make it worth sharing with you.

The sender, Mark, is based in the UK. He wrote:

I am the new, proud owner of a

1955 Traction 15-6, without any history. I was wondering if any of you have met this car before [see attached photo]. It has a France 'F' on its left, rear wing with the name

TRACTION DETECTIVE

'Cannes' on it. Presumably this is where she originated from. Then she went to Vietnam, where she lost her 6 cylinder engine and gained one from an IIB. I think that here the roof and boot modifications were carried out. At some point she travelled to Australia where she took part in the 'Cobram Club Run' on the 15 and 16 June 1996 under Vehicle Club Plate number 3738. Un-

A fine picture of Mark's Traction decouvable. Anyone who can shed any light on its provenance is welcome to contact the editor.



fortunately I cannot make out the drivers name from the Club Permit [No 7057]. The Echuca District Car Club ran it I understand. In 2002 the car was sold in an auc-

RJ Simons? Sydney? I wondered if the owner had been James Simmons – he would be the sort of Citroënist for whom a car like this would of interest. Of course, in 2002 I was overseas, so I could not be sure.

While I no longer have contact details for James, I knew that Stephen Berry would have. So, an email to Stephen brought the following reply: Leigh

It would seem to be a car that my good friend James Simons bought some years ago in Adelaide and had for a couple of years. I did not see it but he talked of a Traction converted to a cabrio that needed some work. He sold it when he had made contacts in Vietnam to build him both a reproduction Traction convertible plus two DS cabrios. He has been to Vietnam a number of times and has a Vietnamese girlfriend.

He also has a 2CV Ami 6 Hoffman convertible restored by Steph Laguna. Plus a US SM he imported in March this year and I drove part the way to Dubbo. He has a couple of non Citroëns as well.

The Vietnamese convertibles will eventually be for sale after he decides which he wants to keep.

I believe the first of these are likely to be sent in the early part of 2007.

I will ring James and give him your number if you wish to chat to him. I have cc'd this email to his work

email so you can email each other. Hope this helps
Stephen

Well, that looked like a step in the right direction. James emailed Mark and me as well. Here is what he had to add to the story:

Leigh,

Great to hear from you!

I owned the 6 for a few years. I did buy it from Bennets Classic Auctions in South Australia. It originally came from Western Australia, but I was unable to find out from whom. Bennets were willing to give me nothing more than a receipt. Perhaps Leigh can provide you with a contact in Western Australia.

When it was first advertised it was along with a Traction faux cabriolet [definitely from Vietnam] at about A\$40,000 each. My restorer flew there to look at the faux cabrio but did not think it was worth the money at the time.

There was documentation with the cars then, but nothing proving beyond doubt that it was a AEAT decouvrable. The AEAT boot and extended guards led me to think it was original. My plan was to have it restored, but my restorer had a change of lifestyle and after waiting 8 years for my Mehari and Ami8 Hoffman] to be restored I gave up on the 6.

I have a Vietnamese partner and have travelled to Vietnam many times. I am having a Big I5 Cabrio [and one to sell] made at the moment there and have not been able to find who

'made' the decouvrable. I did see dated pictures of a similar one in rural central Vietnam though.

I was recently contacted by a Frenchman who was looking at buying the 6.

It will be a wonderful car when finished. Let me know if you know anyone who wants a perfectly executed Traction or D cabrio please.

All the best,

James

So, given the Western Australian lead, I contacted Stuart Pekin, to see what he knew of Vietnamese Tractions on that side of the country. He replied:

Hmm... Sounds familiar. There were two Tractions imported from Vietnam into Perth some... 10? years ago. One six cylinder cabrio and the other a 4 cylinder faux-cab. The Six cabrio has remained in my sight, and has had a very good restoration job done on it, including some more modifications to further disguise it's sedan origins. The

Mark's car from the rear showing the 'F', 'Cannes' badging and the AEAT-style boot.

TRACTION DETECTIVE

tion at Bennetts Classic Auctions, Hilton, SA to a Mr R J Simons, 2 Weeroona Road, Strathfield, NSW 2135. In 2006 I bought the car from Dr Gerhard Heins, who runs a Classic Car sales company from Christchurch, NZ.

Have any of you come across this car before. I know its a tall order but you never know. I'd really like to find out more about its history, like when it came out of Vietnam, what it did in Australia etc.

Best Regards

Mark

PS I'm currently working on refitting a six to the car.

An image of the Perth Big 6 cabriolet of Howard Isaacs. It clearly is not the car the Mark has acquired in the UK.



overall work in Vietnam was good, but the give-away vertical door hinges told of it's past. The present owner has had the lower rear corners of the doors re-shaped to a more

emails going backwards and forwards and contributed this email: I'm really heartened to hear the quality was good. I've got 2 Onze normal cabrios being made there at the moment [one to keep and one to sell]. I'm posi-

tive they will be perfect. I certainly know Tractions well enough and have supplied copious documents, photos and measurements, as well as checking up on them weekly. It was a difficult ride to find the right team there though and could not have done it without my partner's Vietnamese relatives, contacts in the Government there and lawyers. I was advised to burn the house down of someone who crossed me recently and that was the mildest advice!

I seem to recall the faux cab had a 6 grill and made it to Europe, or was certainly advertised there as an original. I never saw it but Steph Laguna flew there to have a look and thought the angle of the roof wrong. Attached is a picture of my slopy dash 2I in it's current state. The chassis has been strengthened, the doors extended etc.

James

And there's where the detective story ends – well, for the time being at least. I will keep you updated on future news. But, if you know anything about the car in question, drop me an email.

Leigh F Miles



TRACTION DETECTIVE

rounded true cabrio appearance. ... I feel, but it is a delightful car. As for the faux-cab... I am not sure. I seem to recall that it was a much better conversion job than the cabrio... I was under the impression that it was still in a garage in Perth somewhere, but as I have been somewhat distracted from the car scene for most of the last decade, I may well be mistaken. I will enquire. Stuart

The images of the Perth cars Stuart sent clearly showed that Mark's car was not either of the Perth cars known to him.

James was, of course in on the



Work is progressing on James' DS cabriolet. It has taken a lot of work [and I'm guessing a lot of money] and he is confident the final result will be worth it.

SPARE PARTS FUND MEMBERS

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

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FOR SALE

1973 DS SAFARI

Citroën DS Safari 1973, only two owners from new. A car in very original condition, immaculate throughout \$25,500. Phone Jeanie Isaacs [08] 9377 7365.

1991 NISSAN PINTARA

This one-owner car [belonging to the parents of a club member] is reluctantly for sale, as they have decide to give up driving. With just 58,600km on the clock, this car has been fully serviced and maintained at Citro Motors and has always been garaged. Executive trim level, with 2.4litre 12-valve motor and automatic gearbox. and air conditioning. Front lambswool seat covers and mats. Rear window louvre. Near new tyres. Registered to March, '07. ENB 425. \$4,100. Contact Iain Mather, 04 1817 8883 or [03] 9397 3334. [30/07]

TYRES FOR TRactions

2 x Michelin "X" Stop pattern 185 x 400 suitable for Big 6. Very good condition 80% tread. \$250 each.

1 x Michelin 'X' SDS pattern 185 x 400 suitable for Big 6. Very good condition 75% tread. \$200

1 x new cross ply recap 165 x 400 but has circumference same as 185mm tyre.



FOR SALE

suitable for Big 6 spare. \$55
Citro Motors [03] 9419 4537 [30/07]

DRIVESHAFT CONVERSIONS

Change over, reconditioned driveshafts upgraded with modern CV joints. Off the shelf availability for; D-Series, Big 6, Light 15 and Big 15. Price on application. Citro Motors [03] 9419 4537 [30/07]

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New exhaust manifold fabricated in Extractor style for Big Six engine. \$600. Citro Motors [03] 9419 4537 [30/07]

MISCELLANEOUS BIG 6 PARTS

Engine, gearbox & drive parts. Accessories; eg: Air cleaner, carby, generator, starter,

manifolds, fan, ring gear etc, etc. Various body panels, instruments and interior parts. Original factory workshop manuals, either collectors condition or useable All parts are for sale at reasonable prices ending over four decades of Big 6 parts hoarding. Apply direct to Mel Carey at Citro Motors. [03] 9419 4537 [30/07]

BIG 6 ENGINE/TRANSAXLE

Reconditioned Big Six engine/transaxle assembly complete with driveshafts, all in good condition ready to fit and run. \$5,500 including GST. Apply to Citro Motors [03] 9419 4537 [30/07]

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

FOR SALE

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 brake hub pullers, bearing pullers, ball joint pullers, driveshaft clamp etc. which are available by negotiation. Reason for sale? 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]