

FRONT DRIVE



AUSTRALIA'S  NATIONAL  MAGAZINE 
FOR  CITROËN  OWNERS  AND  ENTHUSIASTS



WINTER '08  Vol 32  No 3

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

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

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

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

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

COVER IMAGE

The cover image depicts as Panhard Dyna Z12 Grand Luxe and a cabriolet Z15 Grand Standing and was taken in 1958 on the beach at Deauville.

MEMBERSHIP

Annual Membership is \$45. 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: Ted Cross, Bernie and Clare Hadaway, Robin Jones and Julian Marsh.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, August 29, 2008

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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 Ted Cross on [03] 9819 2208 or clubshop@citroenclassic.org.au

OTHER CLUBS

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

The quick-witted amongst you will have noticed that the now 'usual' cover illustration of period postcards depicting Traction Avant or D-Series Citroëns is missing. Replaced by a 1958 photo taken in Deauville as a publicity shot by Panhard.

No, this does not foretell of a change in focus for CCOCA, but it does signal that this edition of 'Front Drive' does feature some information on the original design of the Panhard Dyna Z. While the Dyna Z was never sold through the Citroën dealer network in France, its direct descendant, the PL17 certainly was. So, the link is certainly there...

Some of you will remember Julian Marsh's highly damning article on the C5. He wrote it after test-driving a 'poverty spec' model shortly after its launch. Recently,

he traded his XM for a 2004 up-market C5. Read his considered opinion on page 24.

For the technically minded there is the first part of a Traction engine re-build article from 'Floating Power, and of course the latest news from Rob Little in 'Spare News'.

There have been a number of Citroën-related books launched in Europe recently. While they do not seem to have arrived on the bookshop shelves here [books in French tend not to be imported] you can buy then over the internet. Four such books are reviewed on page 32.

A-Tractions take you through to the combined Concours in October: an essential component of every Citroënist's life.

Enjoy,
Leigh F Miles
Editor



This is my final report before commencing on Raid Australia, being run in Western Australia in August. We have had a busy few months in the club with the delayed AGM, some changes on the committee and some vacancies we would dearly like to fill at the first opportunity. While the changeover went smoothly there have been a couple of issues to sort out subsequently.

There was a group of club members who initially missed their last magazine, as our records were out of date. Our long-standing mailbox re-direction order was cancelled by Australia Post. Please accept my personal apologies for this oversight: we believe we are on top of this issue now.

In addition, I have realized we failed to thank appropriately the retiring Committee members for their outstanding contributions to CCOCA. Mark McKibbin and Graham Barton have done a great job for us over many years and it is only right that they get a break from committee responsibilities for a while.

In both cases, these people are busy personally and so their commitment to CCOCA is even more appreciated by us all. So thanks Mark and Graham for being terrific committee members in the past and we look forward to your continued contribution as members in the future. This

is one very important aspect of CCOCA that should not be overlooked by all club members wherever you may be. CCOCA only remains viable with your fellow club members' efforts. I would also like to thank Andrea

Fisher and Ian Sperling for their continuing assistance in the background, and of course CitIn 2008.

Another long-term club person and friend, Brian Wade has risen to the occasion and is proposing a 'Traction only' Tour next year to celebrate the 75th birthday of the Traction. Whilst this event will be run under the CCOCA banner and support [both financially and physically], the fact is that without Brian's enthusiasm and effort there is every chance it would not occur. As you may know Brian and Esther live in Brisbane but this event will start in NSW and travel through SA and Victoria. So thank you Esther and Brian for your ongoing support and involvement in CCOCA activities. There will be more information on this event in the next magazine but please note that this event will have limited entries so when the event is formally publicized be quick to commit.

So cheers until next time
Ted Cross, President



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PREZ SEZ

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

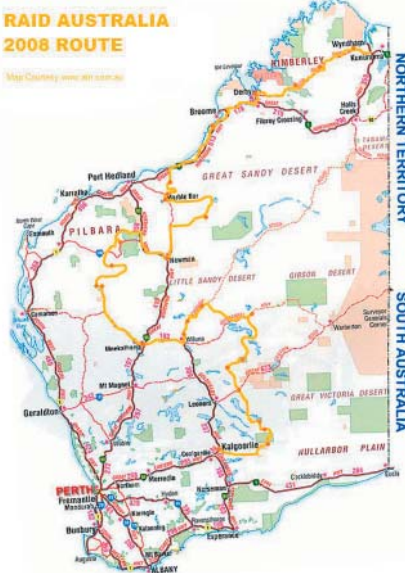
A-TRACTIONS

● JULY CLUB MEETING - DVD DELIGHTS

WHEN: Wednesday,
23 July
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

Do you have a favourite DVD that features a Citroën? Bring

RAID AUSTRALIA 2008 ROUTE

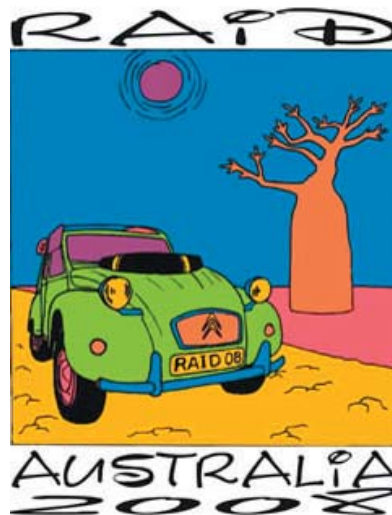


it along tonight and share you cinematic Citroën specialty with the other members of the Club. Is yours Roger Moore as James Bond driving a 2CV to escape the 'badies' in Peugeot 504s? Or Sean Connery in a Traction in 'From Russia with Love'? Or one of the many promotional videos made over the years by Citroën. The marque has always been popular with the 'Top Gear' Team... maybe they have struck a chord with you? Supper? Of course!

● AUGUST RAID AUSTRALIA 2008

WHEN: 8 August to 4 September
FROM: Kalgoorlie, WA
TO: Kununurra, WA
COST: Depends how often
you break down
BRING: Your 2CV
and everything else
you might need
BOOKING: Essential by
1 May, 2008
CONTACT: Shayne Harris
[04] 1894 4359
info@raidaustralia.com

Raid Australia 2008 is a Western Perspective – the desert and the Kimberley – it is all within the



state of Western Australia. Raiders will converge on Kalgoorlie from all over Australia and from overseas with participants from Denmark, Finland, Germany, Croatia, Netherlands, United Kingdom, Belgium, Austria, United States, New Zealand and Switzerland.

Highlights of the route include the Great Victoria, Little and Great Sandy Deserts, the Canning Stock Route, the Pilbara and the Kimberley via the Gibb River Road. At the conclusion, Raiders will fan out from Kununurra with some heading to Darwin for vehicle maintenance, repairs and rest before starting the long journeys home.

Participants should remember that this event listing only covers 'Red Plate' cars for the dates of the Raid. If you are leaving before August 8 or returning after September 4, you will require a



Special Permit.

DAY RUN : POWERWORKS-NOTE THE CHANGE OF DATE

WHEN: Sunday, 24 August
TIME: 9:00am
FROM: Brandon Park
Shopping Centre,
Springvale Rd, Brandon Park.
Carpark near Video Ezy
TO: Power Works,
Ridge Rd., Morwell
COST: Adults: \$10.00
Concession: \$6.50
BRING: Picnic lunch, chair.
You must wear fully enclosed
shoes – no sandals or thongs
BOOKING: Preferred by 21 Aug
CONTACT: Leigh Miles
[03] 9888 7506
editor@citroenclassic.org.au

Here is your opportunity to tour a real open cut mine and power station. Learn about the role of coal in the power supply of Victoria. Sorry about the early start time, but the Tour starts at 11am.

CLUB MEETING - NOCTURNAL OBSERVATION RUN

WHEN: Wednesday, 27 August
TIME: 8:00pm
FROM: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
TO: Leigh Miles'
16 Harrow St.,

A-TRACTIONS

Blackburn South
COST: Free
BRING: A street directory
BOOKING: Not required
CONTACT: Leigh Miles
[03] 9888 7506
editor@citraenclassic.org.au

How well can you navigate your way around Melbourne's Eastern Suburbs? In the dark? You have the start point. You have the destination. All you have to do is get from one to the other and answer some simple questions along the way. Simple, really. There will be hot food awaiting you to make the drive worth while. And prizes? Yes, there will be prizes.



● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 Sept
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Michael Molesworth,
secretary@citraenclassic.org.au

CCCV DAY RUN

CCCV are planning a day run in September. The destination is Nyora, in west Gippsland. Details are not yet available, but they will be published on the next edition of 'Front Drive'.

DAY RUN – YERING STATION FARMERS' MARKET

WHEN: Sunday, 21 September
TIME: 10:00am
FROM: Carpark opposite
Ringwood Lake,
Maroondah H'way, Ringwood
TO: Yering Station Barn,
38 Melba H'way, Yarra Glen
COST: Depends on
what you buy
BRING: 'Esky' to keep your
purchases cool, picnic lunch, chair
BOOKING: Essential,
by 14 September
CONTACT: Rob Little,
[03] 5823 1397
spareparts@citraenclassic.org.au

Founded over 9 years ago the Yarra Valley Regional Farmers' Market is the longest running market in Victoria. Held on the third Sunday of each month in the Historic Barn, the Farmers' Market features produce made and grown by some of the regions' best producers.

Speak to the producers while purchasing fresh seasonal fruit, juices and vegetables, locally baked bread, biscuits, pies and fudge, the best jams and preserves, cheeses, coffee, pasta, locally grown flowers, olives, eggs, honey, meat and much more.

The Yering Station Produce Store also houses a full range of Yarra Valley produce complemented by imported delicacies from The Essential Ingredient, Raw Materials and Enoteco Sileno. Body treatments from Aesop, French market baskets and specially sourced homewares complete the unique collection. Located in the front room of the Cellar Door, the rustic sunlit shelves are home to a fabulous selection of produce from the Yarra Valley Regional Food Group. Extending from Cunliffe and Waters jams and relishes, Yarra Valley Preserve's gourmet products, Kinglake fresh berry sauces, Enspices cooking accompaniments to Grovedale & Tandara Grove olive oils, local cheeses, Yarra Valley ice-cream and fresh Yarra Valley Pasta just to name a few.

After the Farmer's Market we will head up the road to the Yarra

Valley Dairy to sample and buy some of the best cheeses made in Victoria. Then off to a picnic/BBQ lunch in Yarra Glen. Just don't eat everything you bought this morning.

CLUB MEETING – GUEST SPEAKER

WHEN: Wednesday, 24 Sept
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
COST: Free
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citraenclassic.org.au

Shannons was the brainchild of the late Robert Shannon who created an insurance business in the early '70s run by enthusiasts, for enthusiasts. Its insurance product is specially tailored to individual needs and relies on direct contact with clients rather through other agents or brokers. Tonight a representative of Shannons will join us to talk about the unique services that Shannons offer to Citroën enthusiasts.



SHARE THE PASSION

● OCTOBER DAY RUN – MORNINGTON PENINSULA

WHEN: Sunday, 5 October
TIME: 10:00am
FROM: Brandon Park
Shopping Centre,
Springvale Rd, Brandon Park.
Carpark near Video Ezy
TO: Pine Ridge Car Museum

A-TRACTIONS

175 Purves Rd, Main Ridge
Melways 171 F3

COST: Free
BRING: Picnic lunch &/or
food for the BBQ, chair
BOOKING: Essential,
by 3 October
CONTACT: Ted Cross,
04 0059 2208
president@citraenclassic.org.au

Located at Arthur's Seat on the picturesque Mornington Peninsula, The Pine Ridge Car Museum houses an exciting and unusual collection of motor vehicles, motorbikes, model cars, model aircraft and ships, petrol bowsers, books, signs and memorabilia inside a 1940s style Garage and

Showroom. The museum also has antique nostalgia items on display, plus souvenirs, memorabilia and model cars for sale.

Afterwards we will head to the home of Club members Robin and Suzanne Smith's lovely home 'a la Plage' for a BBQ lunch. If you live on the western side of Port Philip, Robin or Suzanne can collect you from the ferry if you would simply like to join us for lunch.

PRE-CONCOURS D I N N E R

WHEN: Saturday, 18 Oct
TIME: 8:00pm
WHERE: Zias restaurant
93 Riversdale Rd
Hawthorn

COST: Cheap eats
BOOKING: Essential, by
Sunday, 12 October
CONTACT: Helen Cross,
[03] 9819 2208 or
04 1935 6963
crossfam@ozemail.com.au

Yes, it is Concours-time again!
While the focus is always the

Concours, dinner the evening before has become a... well, I was going to say routine, but I mean a tradition.

This year we head for Zias, in Hawthorn – great Pizza and Italian food and both licensed BYO [wine only, \$2/bottle corkage] to boot. But, you MUST book with Helen, so we know how many are coming along, by Sunday October 12.

ALL CITROËN CONCOURS

WHEN: Sunday, 19 Oct
TIME: 10:00am to 4:00pm
WHERE: Como Park North,
Williams Rd., South Yarra
Melway 58, G1

COST: \$5.00 per car
[max \$10 for a fleet]
BOOKING: Preferred
CONTACT: Ted Cross,
04 0059 2208
president@citraenclassic.org.au

This year the Concours is at Como Park North. It's a great location, easily accessible and a very attractive setting. Across the road

from the park there are barbecues available and a café, which has great coffee and snacks.

There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place.

This year it's CCCV's turn to organize the biggest car orientated local Citroën event, and naturally CCOCA will be there to lend a hand. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like you help out that makes the event a success. So, talk to Ted to volunteer your services, please.

Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.



We left in beautiful sunshine and met up with the other CCOCA members at Ringwood and all left together heading for Gembrook. We didn't drive straight to Gembrook, but went

museum in which we saw many vehicles classic and vintage in various stages of restoration. There were many sectioned engines and examples of methods such as respoking of wooden wheels. In particular a classic, fully restored

A DAY IN DROUIN

through Montrose, Mt. Dandenong Summit, Olinda, Monbulk, Emerald and Cockatoo.

Arriving at Gembrook we were shown through the vehicle

Studebaker of which only a few examples exist.

The bodywork of this car was entirely constructed from brass sheeting. Why Studebaker decided to make a few of these remains a mystery.

Morning tea was now looking

good and we refreshed on coffee, tea, muffins and scones.

Moving on to Sue and Mark McKibbin's home and garden we drove through the Bunyip State Park, Powelltown, Noogee and Neerim South to Drouin. Glorious country. On arrival we had our lunch on the verandah in the sunshine. After lunch the men and many of the ladies were drawn to Mark's workshop which houses a multitude of goodies, including a T Model Ford. Mark brought this car to life and invited those who would like to could go

for a jaunt with him around the locality.

I am glad to say that I was one of those who went for a ride and it was truly a wonderful experience. A real highlight – thanks, Mark

It was still sunny when we left so we had another ride home through the green countryside. So glad we decided to go for the day run – very special Sunday outing.

Clare and Bernard Hadaway

Mark McKibbin's Model T Ford proved to be a non-Citroën highlight of the day.



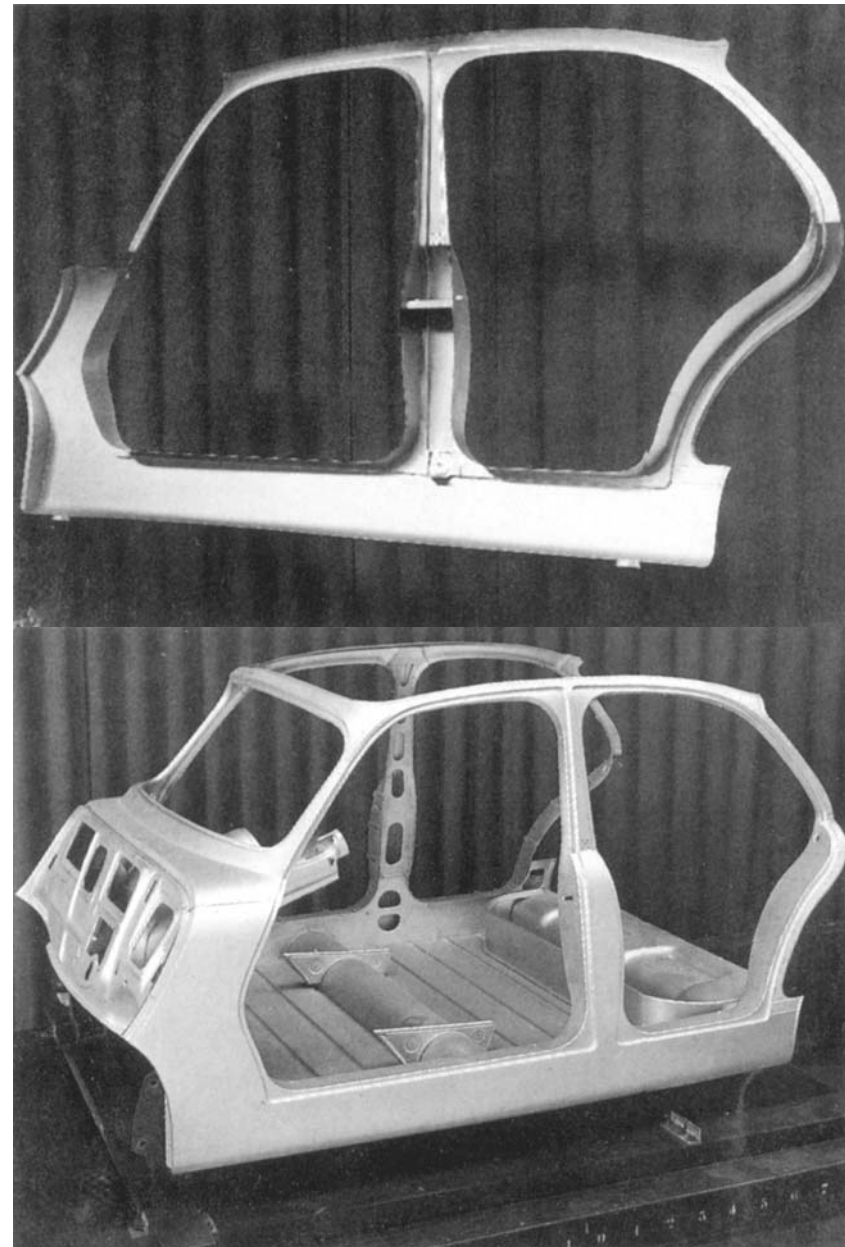
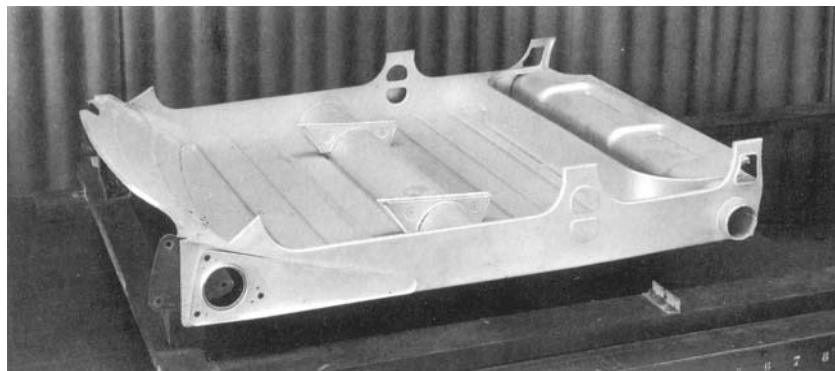
It is the summer of 1950 and production of the Dyna X is running smoothly. It has now been available for several months in a wide range of body styles, powered by a new competitive 750cc motor the VP2 attracts

tiquated Simca 8. The new Dyna will not only have to face strong French competition but also a range of new foreign models before long. While Panhard was technically well ahead of its time, its bodywork was old-fashioned and cramped. With time, the Dyna X was going to stand the

test of comparison less and less well. While other marques were not offering such modern underpinnings as Panhard, they did entice customers with their neat and flattering lines.

The brief to the design department was seemingly simple: The new Dyna must transport, in complete safety, and with a maximum of comfort and economy a family of six and their luggage at up to 130kph, while maintaining the mechanics of the old model. To marry such incompatible constraints the designer Louis Bonier concluded he must draw a light, modern car with pure lines that is pleasant to look at from all angles. She will have to have matchless handling as she is

a new, broader range of clients. Recent sporting feats [including success at Monte Carlo and the Le Mans 24 Hour] was the final step to persuading even the most sceptical to consider the marque. This success did not blind management at Panhard to the need to think about a successor. Five years had passed since the end of the Second World War and while scarcity of materials still affected the motor industry, it was starting to find its health again. Models which had their conception before the war were set to be replaced by more modern designs. It is anticipated that 1951 will see the launch of Renault's new 11CV and from Nanterre Simca's new 7CV is set to replace the an-



There are four individual components that make up the infrastructure of the Dyna.

First [opposite page] is the platform. It is strong and light with mounting points at the front and rear for the running gear and the rear of the body. On this will be mounted the body hull which is very light and starts with the two sides forming the door openings [left top]. To this is added the windscreen and the bulkhead [left below].

DESIGN A DYNA Z

likely to be driven quickly. Thanks to the small, simple motor [that is the one already powering the Dyna X] she will need a remarkable aerodynamic coefficient. The shape must still be compatible with the brief's space require-

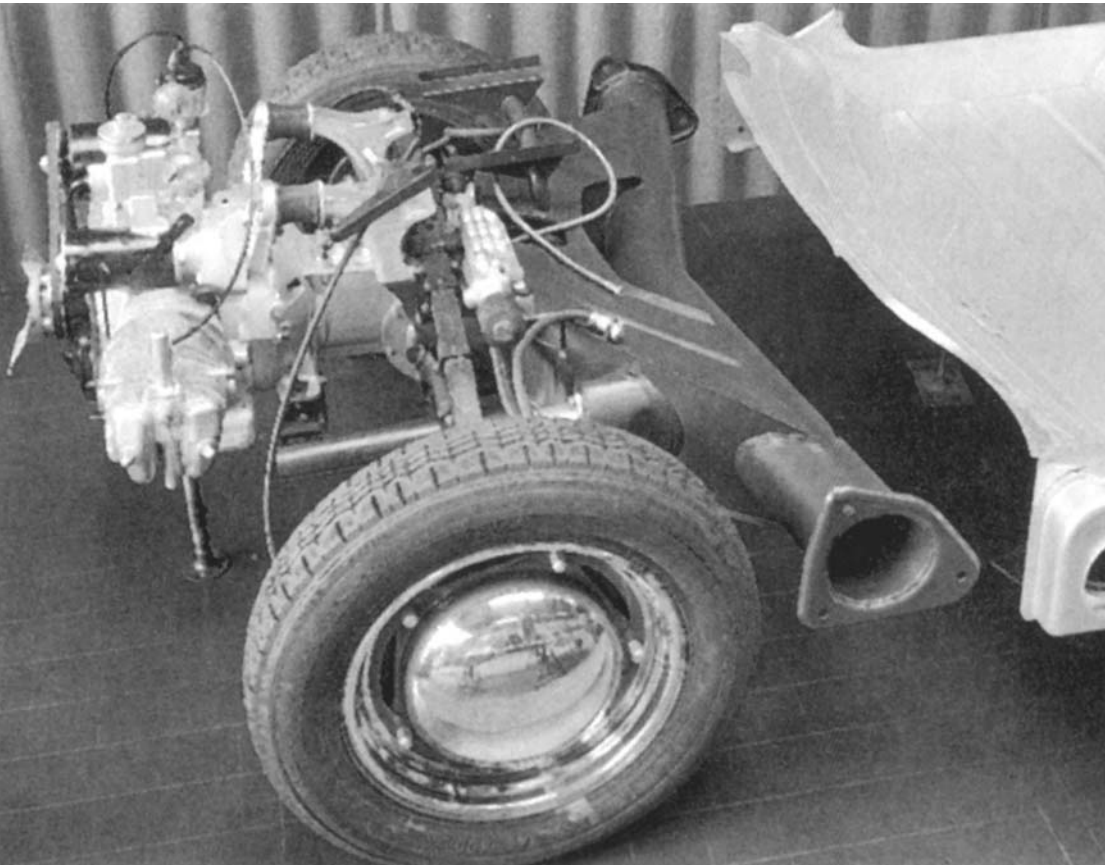
well controlled suspension and efficient sound insulation, driving pleasure from ease of manoeuvrability and high visibility, while the engine's excellent low-speed power delivery will result in strong acceleration. All this needed to

be wrapped in a body of minimum weight. The design of the new

Dyna would therefore call heavily on Louis Bonier's knowledge of aerodynamics and the use of aluminium that he had been developing over the last 20 years.

ments. To achieve the on-road qualities the mechanics and the stylists must work in close collaboration. The centre of gravity must be low, comfort achieved via

DESIGN A DYNA Z



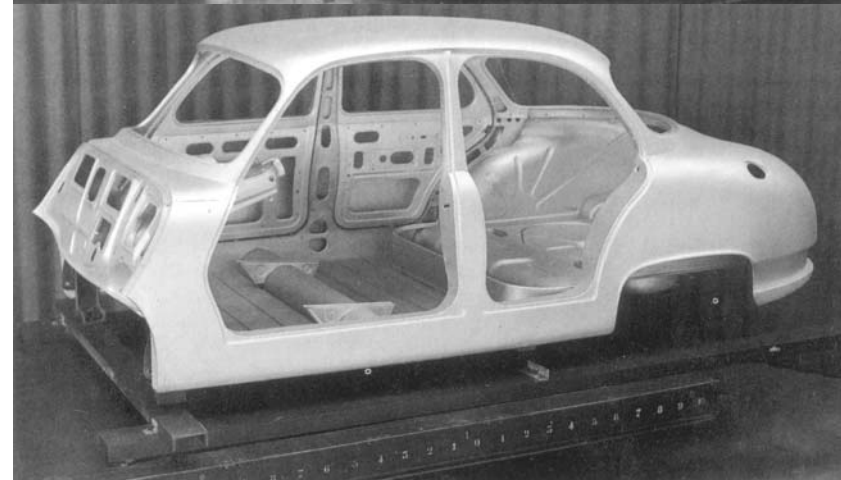
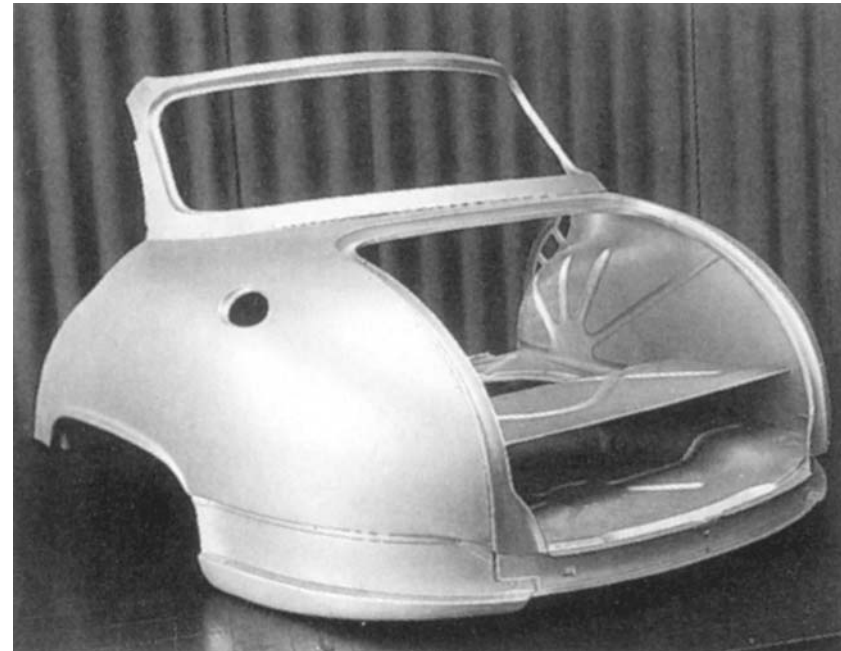
BODYWORK STUDIES

On December 29, 1950 the plan was presented to the staff at avenue d'Ivry. Building on the experience of the Dynamic, Bonier's team drew further inspiration from the last Dynavia and the basic tenet of the Dyna was

therefore modular construction, with extensive use of light alloy to achieve the desired results of performance and economy.

MODULAR CONSTRUCTION: A BRIGHT IDEA

Louis Bonier knew that the classic Panhard chassis was go-



To the body hull the boot unit is then added, complete with the rear floor, the rear wheel arches and rear wings. [left top] The roof is then added in one piece. [left below].

The body is completed with the moving parts: doors [fully trimmed they weigh just 9kg], the boot lid and bonnet, which is integral with the front mudguards.

Finally the engine and drive unit can be slide into place [opposite page].

ing to be either too heavy, or if lightened to prone to distortion, to provide the basis for the new car. To reconcile the advantages of this chassis, but avoid the disadvantages lead Bonier to design a thin platform between the front

types: a convertible or sunroof are simple to develop.

Panhard's plant in Paris's 13th arrondissement was very narrow, and this type of construction was a great advantage for the maker. As the front and rear sub-assemblies are attached to the platform by just 11 bolts in total,

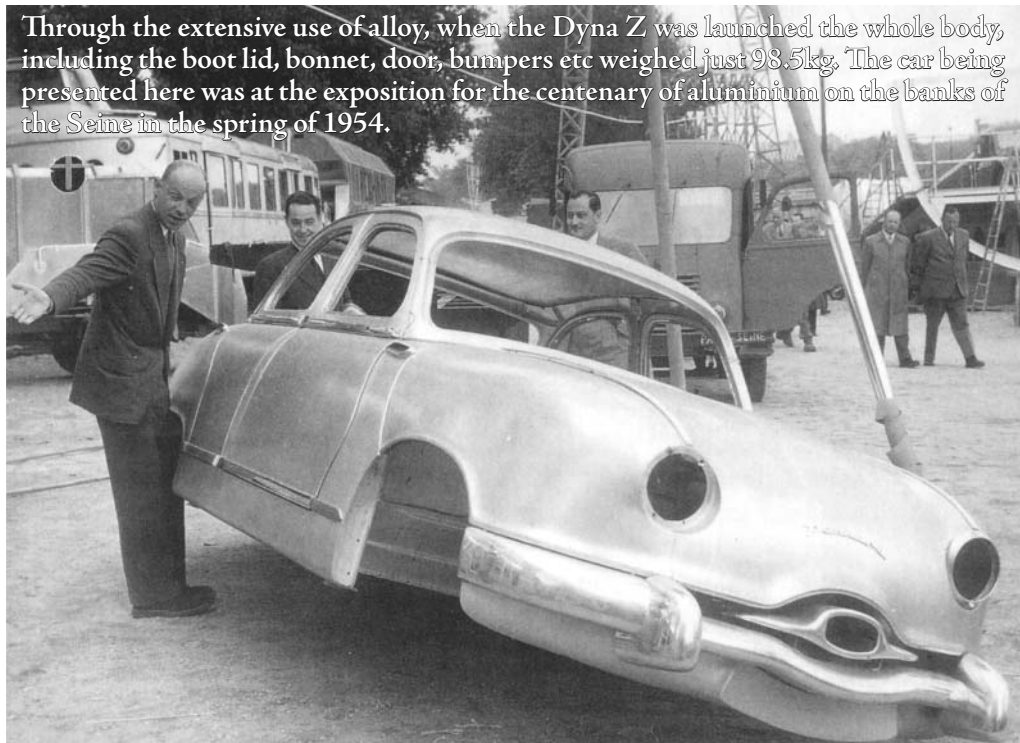
and then only at the end of the assembly, the platform with the body can be assembled, painted and trimmed separately. This allowed the production line to be some 200m shorter and hence double the production in the space available.

It is indeed planned that the

DESIGN A DYNA Z

and rear axles – it acts as a 'keystone', transmitting as directly as possible the burden to the wheels and compensate for the reactions between them. Viewed this way, the bodywork only has to provide an envelope to resist air pressure and outside shocks. In turn this allows a wide versatility in body

Through the extensive use of alloy, when the Dyna Z was launched the whole body, including the boot lid, bonnet, door, bumpers etc weighed just 98.5kg. The car being presented here was at the exposition for the centenary of aluminium on the banks of the Seine in the spring of 1954.



6 LITRES AUX 100

6 PLACES

130 A L'HEURE

avec notre

DYNA PANHARD

LA VOITURE ÉCONOMIQUE ET ROBUSTE

nous prolongeons nos vacances

LES FRAIS AU KILOMÈTRE
SONT TOUJOURS INFÉRIEURS
À CE QUE NOUS AVIONS PRÉVU

production rate will be double that of the Dyna X – achieving an output of 100 vehicles per day. It was imperative for the engineers to adapt the design to the geography of the factory, with its elevators and short production

the design, Panhard clearly envisioned that the new car would be a full range that mirrored that of the chassis-constructed Dyna X. At one time or another The Dyna X had been available as a sedan, *découvrable*, convertible,

estate [break], van, limousine or bus with six side windows,

roadster or junior convertible. As economic wealth returned, after the war, new motoring needs appeared and the notion of pleasure in motoring returned. Peugeot were aware of this with

the launch of their diversified 203 range and Simca were readying their Aronde. The new Dyna was therefore launched as a fixed head sedan, but if dealer and customer demand develops a *découvrable*, convertible, estate and panel van will all be considered. Of these only the convertible was to be

produced by Panhard, and then only in small numbers. Other body styles were produced by independent constructors.

The article is derived from 'La Panhard Dyna Z de mon père', by Yann Le Lay and Bernard Vermeylen, published by ETAI.

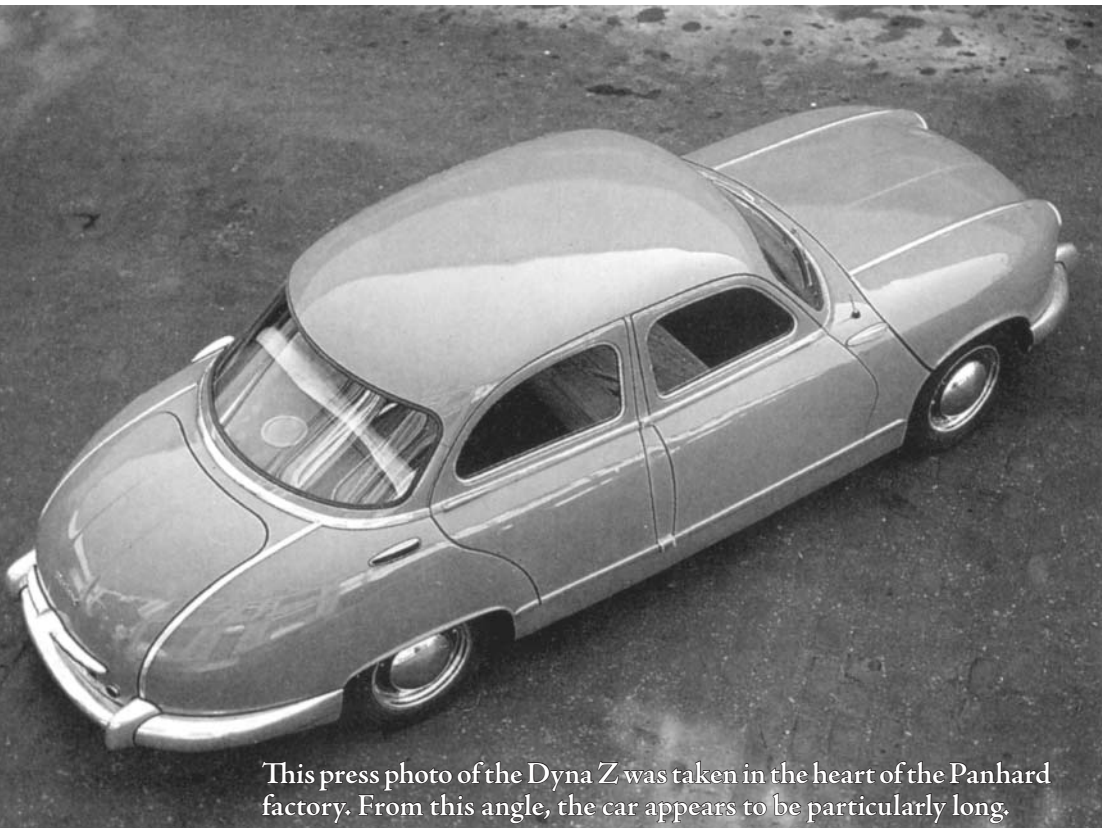


DESIGN A DYNA Z

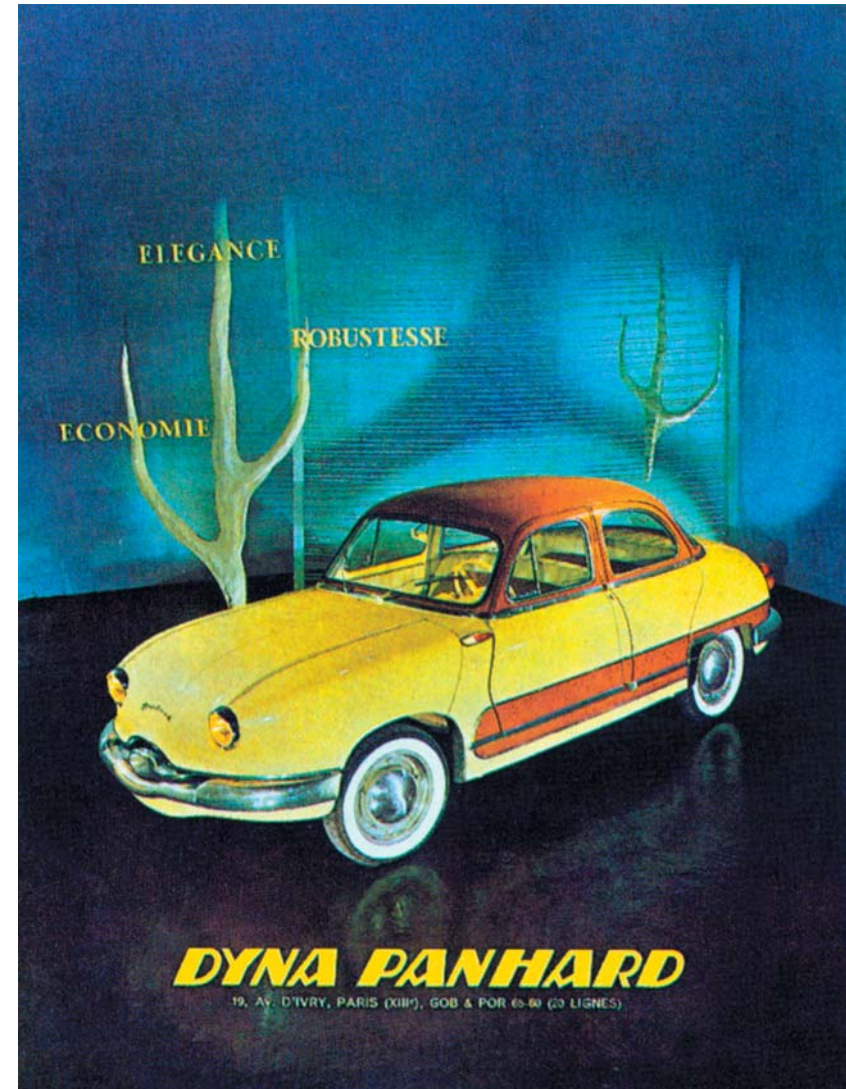
lines.

PLANNING FOR A FULL RANGE

The core of the car needed to be the same for each of the different bodies that were planned. From the very early stages of



This press photo of the Dyna Z was taken in the heart of the Panhard factory. From this angle, the car appears to be particularly long.



DESIGN A DYNA Z



Julian Marsh writes about his new C5:

I acquired my first XM eleven years ago. It was a dark green 1996 CT Turbo VSX automatic with 14,000 miles under its belt. I had started a new job,

this can be done without resorting to a common style – witness the Citroën range in the early sixties which comprised the 2CV, Ami 6 and D series – none of which looked like each other – or like anything else on the road. Or the

current Mercedes range – no-one could mistake the A Klasse for the

E Klasse and yet they are both unmistakably Mercedes.

But in the final analysis, whether one likes a particular shape is an entirely subjective and aesthetic judgement.

However, it must be said that the C5 is different from other manufacturers' offerings [although it does bear certain resemblances to the American Ford Taurus and certain Hondas] and the enormous chevrons front and rear ensure that it cannot be mistaken for anything else. The cynic in me observes that the size of the chevrons seems to be directly related to the anonymity of the designs. On the standard 15 inch wheels, the wheel arches look too large – fortunately 16 inch wheels are an optional extra.

Familiarity with the shape over the last seven years has perhaps softened my dislike but I still think it is ugly. It is not ugly in the way that the Ami 6 berline is ugly. The Ami is so extreme in its ugliness that it becomes beautiful – at least to this beholder. The C5 still looks ugly from most angles – far uglier than most of its peers

and one might therefore think that it would stand out from the crowd. Several times, while waiting to pick my children up from the bus station they have strolled past the car without noticing it – something that never happened with the XM, or with my wife's Picasso. So it manages to be both bland and anonymous despite its ugliness. Quite an achievement really... And it doesn't possess anything like the 'presence' of the XM either. That pernicious snout looked quite aggressive and most slower motorists would pull over when they saw it looming up in their rear view mirror. At least my C5 has sixteen inch wheels so my criticism of empty wheel arches is overcome.

Another criticism that I made concerned visibility. The A pillars

are too thick and too far forward and create enormous blind spots especially when pulling out of side roads. I know this offers good structural rigidity and helps make the car safer in accidents but cynically wonder how many of those accidents might have been avoidable had the driver, [not just of the C5 since most modern cars similarly suffer] had better visibility. It is all a long way from the positioning of the DS's windscreen pillars, which were shown in brochures as contributing to safety with 'all round panoramic vision'.

Rearward visibility on the C5 is awful and parking by ear is de rigueur – thanks to parking assistance. The children always want the patient to die – it sounds like a heartbeat monitor with

ICONOCLAST: C5

which came with a company car and was offered a choice between a 5 series BMW or the XM. The fleet manager was surprised when I opted for the latter. I bought the car a year later and ran it until October 2000 when it was replaced with an identical [albeit black rather than green] 1998 model which I ran until a few weeks ago when I replaced it with a 2004 C5 2.2 HDi Exclusive automatic bought from Wyatt of Winchester.

Those with long memories may remember my somewhat less than glowing report on a C5 2.0i 16v SX back in 2001. I wrote: 'There is something about the appearance of the C5 that does not come across in photos that makes it look bulky and dumpy simultaneously. In the metal, it is far less unattractive although I do not like the C pillar treatment and consider the frontal treatment to look too similar to that of the Picasso.'

While I accept that many manufacturers believe that it is desirable to adopt a consistent approach to brand identity, I believe



increasingly fast beeps until one hears a continuous tone which means STOP.

Many of the other criticisms in my 2001 test are not applicable since the car tested had a lower trim level than my Exclusive has.

ICONOCLAST: C5

My car is equipped with what in the motoring trade is called 'levver' but surprisingly is not equipped with a 'bidet' which means the rear screen requires regular cleaning. The only C5s I have seen fitted with a rear wash/wipe have had foreign number plates so perhaps it was not an option here in the UK. An unforeseen consequence of that ugly shape is that it gets dirty very quickly.

The combination of fawn leather and light-coloured carpets is very attractive but not very practical when one picks children up from rugby when they have not changed out of their kit. The first thing I did was to go and buy some rubber mats from my local Citroën service and parts agent. The outlet is but a couple of miles from home – much closer than Wyatt. The place was filthy dirty – oil and grease marks on the walls and counter and cobwebs everywhere. I had plenty of time to observe this since the malodorous person on the other side of the counter ignored me for ten minutes. When he did finally acknowledge my existence, he spent

twenty minutes trying to locate mats on the system. Eventually he demanded to know the car's VIN and then input that into the system, grunted to himself, wrote a number on the back of his hand and disappeared for ten minutes. When he returned, he had a set of Xsara Picasso mats. I

pointed out that the car is a C5. 'They're the same for the Picasso and C5.' 'No they're not.' More looking at the screen. 'Your car comes up as a Picasso.' 'You must have written the number down wrongly.' So out he goes to the car and returns with the VIN written on his hand. 'We ain't got none in stock. Only for the series 2.' 'They will fit.' 'No they won't. Different car altogether.' 'The restyle only involved a new nose and tail job. The floorpan was left unchanged.' 'They won't fit. If you buy 'em and they don't fit, don't expect me to take 'em back.' Deciding that there was no point in discussing the Sale Of Goods Act with this Neanderthal, I completed the transaction and left. Needless to say, the mats were a perfect fit. I mention all of this since if Citroën UK really want the marque to move upmarket as is their avowed intention, they really cannot afford to have outlets like this one.

The contrast with Wyatts could not be greater. The overspeed indicator was not working when I took delivery, so the car went back to them to have this

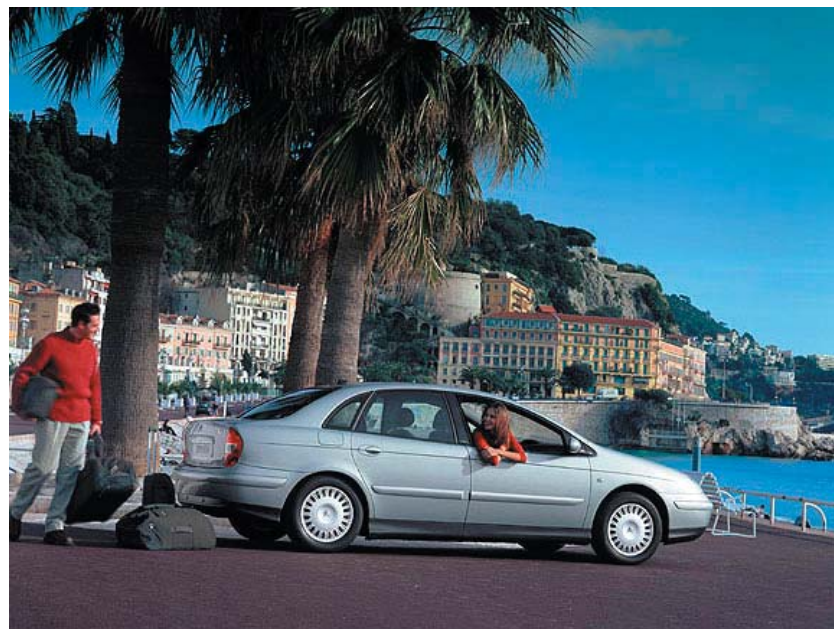
fixed. The service area was clean, well lit and had comfortable chairs and plenty of reading matter. The staff were friendly and knowledgeable and the receptionist noticed that I was reading 'The Essential Buyer's Guide Citroën DS & ID' by Rudy A Heilig which I had been sent to review on Citroënët. She told me that one of the mechanics was 'so old he used to work on those cars' and went off and got him. This led to a discussion on the D series and subsequent models.

Continuing in the negative vein for a while longer, I do not like the hand-operated parking brake. I far prefer the XM's foot operated device; although I suspect that I might have a different opinion had I owned a manual XM. The parking brake is awk-

ward to reach, especially when the armrest is lowered. As an aside, the PARK position on the automatic selector gate is illustrated with a foot pressing a pedal.

I also dislike the un-illuminated ignition lock. Trying to insert the key in the dark is a hit and miss affair – mainly miss. The footwells are illuminated when you unlock the doors but I do not really need to look at the pedals when I get in.

But the major gripe is with the plip. I am left-handed and therefore naturally hold the device in my left hand. When I press the button that releases the spring-loaded key blade, it does not open because the base of my thumb is in the way. It feels very awkward trying to use the device with my right hand. Furthermore, in the



dark one has a fifty-fifty chance of pressing the wrong button when locking or unlocking the car. The stereo system is definitely a step backwards in terms of sound quality from that fitted to the XM. It sounds very 'hi fi' and not

ing door mirrors; the ability to open or close the windows with the pup [although this device is not without its faults]; the 'here I am' lighting; the cruise control; the automatic wipers and lights. I have not managed to trigger

any of the safety-related add-ons like the ESP [electronic sta-

bility program]; EBA [emergency brake assist]; ASR [acceleration slip reduction] or any other TLAs [three letter acronyms] I may have missed.

Although I did concede that the ride quality afforded by Hydractive 3+ was more consistent than that in the XM. One was always aware in the XM when the suspension switched modes and this resulted in both inconsistent ride quality and perhaps

very musical. Deep bass is missing and turning up the wick makes it sound shrill and aggressive. I discussed this with Chris Burmajster who observed that it is 'only a car stereo'. He and I share an interest in top-notch sound reproduction although we beg to differ on the relative merits of analogue versus digital. On the plus side, the radio and CD multichanger controls are excellent. I must confess that I like the gimmicks – the fold-



ICONOCLAST: C5



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more worryingly, inconsistent handling. To be fair, this only happened when pushing on at speeds disliked by the do-gooders and nannies and was fairly easy to adapt to. The C5's suspension is unobtrusive. Its handling is

limited road at about that speed with very little body roll and, if I were not such a goody two shoes, I might even suggest it might be possible to drive a tiny bit faster than that. The autoadaptive suspension does what it says on the

box. Start driving briskly and it becomes quite taut without trans-

mitting shocks into the cabin. This makes me wonder why there is a so-called Sport option for the suspension since all this seems to do is to make the car feel like something German. Maybe that was the *raison d'être*. Maybe the company's obsession with beating

consistently good. There is a slip road – off a dual carriageway near where I live, which turns through 270 degrees with a variable radius and I was never happy pushing the XM much faster than 60 mph. The C5 will happily run along this section of 70 mph-

ICONOCLAST: C5



the Germans goes back to before 2001 when the C5 was still in its development stage. More road and wind noise is transmitted into the cabin than in the XM.

Likewise, the autoadaptive gearbox is impressive, even if the changes are less smooth than those in the XM. It adapts itself so well to one's driving style that I can see little point in using the sequential controls.


The 2.2 diesel is thirstier than I thought it would be, averaging out at 34mpg [8.3l/100km] as opposed to the 28mpg [10.1l/100km] of the XM although on a recent 250mile [400km] drive it managed 39.8mpg [7.1l/100km]. It is also noticeable when the turbocharger kicks in and this, coupled with the less than smooth gearchanges when driving fast results in progress that is less seamless than the XM. Drive it gently however and these effects are ameliorated no end.

The seats are very comfortable indeed; at least as com-

fortable as those in the XM. The heating and ventilation are almost beyond reproach although I would like to be able to direct cold air through the vents and have warm air in the footwells – something the 2CV, Dyane and GS all managed.

The headlights are superb. Those who have driven an XM at night will know all too well that the same cannot be said for that car's lights.

It is still early days and I am trying desperately to overcome eleven years of XM conditioning. The C5 does represent a considerable improvement over the XM in most of the important areas [aesthetics aside] and even runs the C6 very close in terms of the driving experience.

This article originally appeared in 'The Citroënian', the magazine of the Citroën Car Club of the United Kingdom, in May 2008. 



The Essential Buyer's Guide – Citroën DS & ID. All Models 1966 to 1975.

Author: Rudy A Heilig
Publisher: Veloce Publishing
ISBN: 978-1-8458-4138-6

follow, well illustrated and will be most useful to a potential buyer. You can give each of the parts that you have to check a score of one to four and add up your total to make an overall assessment as to worth.

There are only four pages about potential problems, but

immediately afterwards there are three pages of useful addresses starting with the Citroën Car Club [UK] and ending with Julian Marsh in the list 'Well Known DS Enthusiasts'! This could be a useful book for the uninformed potential buyer. I will leave one of the 'Well Known DS Enthusiasts' to comment as to the accuracy of the information.

The book can be ordered direct from Veloce Publishing at www.veloce.co.uk
C David Conway.

This article first appeared in 'The Citroënian', in May 2008.

La Traction de Mon Père
Author: Yves Buffetaut
and Antoine Demetz
Publisher: ETAI
ISBN: 2-7268-8277-3

This is an excellent small-format coffee table book of 120 pages with good photographs on almost every page. In the history and development of the Traction is reported on a year-by-year basis.

Turning the pages, you will come across occasional more specialised topics – Six roadsters, the V8, various wheel types, cops

and gangsters etc.

The book is written in French, but in a clear concise style which should enable readers to enjoy the book.

It is possible [and in my experience quite safe to order this

book over this internet from the ETAI website [www.etai.fr Ed.]

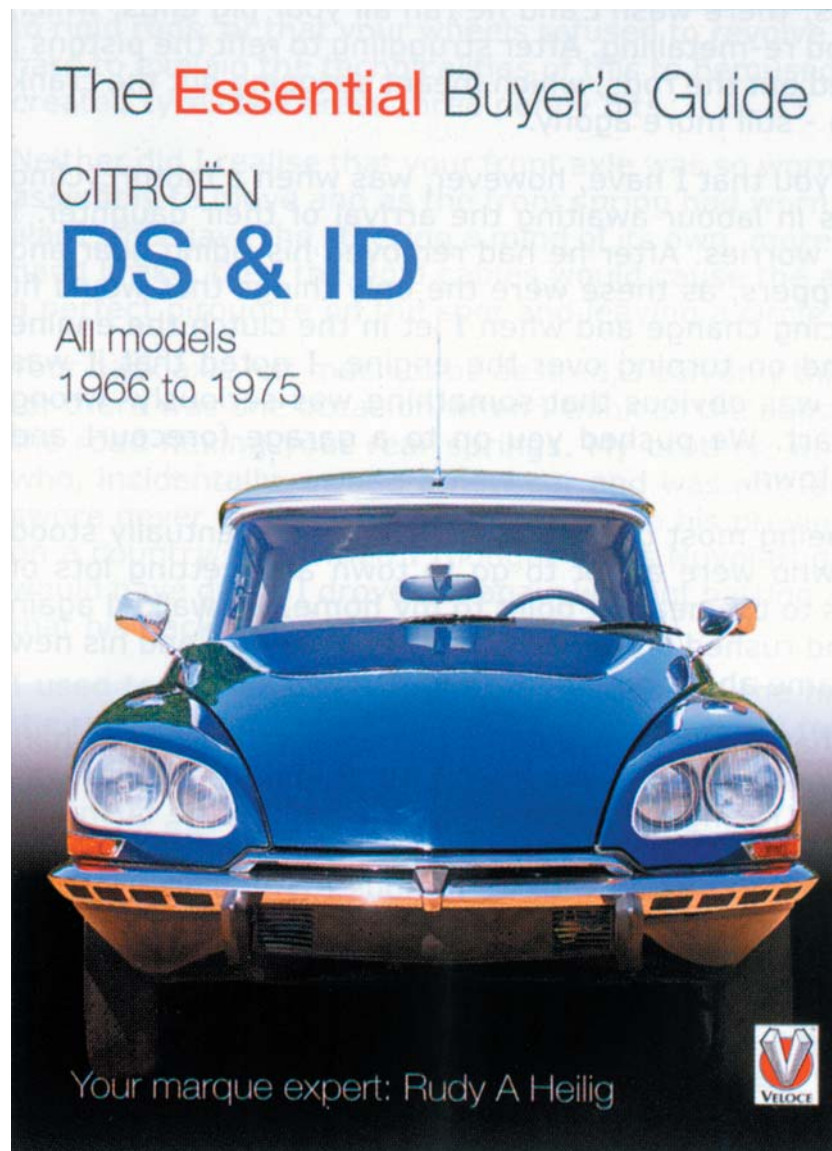
Sur les traces de François Lecot
Author: Thierry Dubois
Publisher: Editions Drivers
ISBN: 2-3512-4008-1

BOOKS IN REVIEW

No doubt as a small [19.5cm x 14cm] and reasonably priced [£9.99] guide, this will be of interest and use to potential buyers. It contains 64 pages and is well illustrated in colour. The surprise when I opened it was to find that it was written by an American, although Rudy Heilig does acknowledge help from Wally Escherich and Michel Boucher as Citroën enthusiasts as well as his father Hank, who has had 60 years experience and brother Paul. For reasons of space, the pre-1966 models are not featured.

The chapters cover the initial considerations as to the suitability of the car for the potential buyer, cost for purchase, service and parts and the good and bad aspects of ownership. There is a chapter describing the various models available with a guide as to prices.

Having briefly told you when to walk away, the main body of the book is a check list of all the things to look at when you go and visit your potential pride and joy... or money pit. This is easy to



If you have a small coffee table then you may like this book about François Lecot who, at the age of 57, drove 400,000km in one year in his 11AL Traction. 'Sur les traces de François Lecot' is written and illustrated by Thierry

in a tiny Rosengart [based on the Austin 7] and by 1933 he had participated in another half dozen notable events. In 1934 he started to drive Citroëns, beginning with a Monte-Carlo Rally in a Type 45 coach before testing the Traction in the extremes of the Sahara, on a round tour of Belgium and

France and Paris-Moscow-Paris postal in 1934

In 1935/36 his epic achievement was the 365 days of driving 1,120kms a day from his Hotel et Restaurant de Paris at Rochetaillée-sur-Saône [just north of Lyon], one day to Paris and back and the next day to Monte-Carlo and back. This Traction was a well-prepared 11AL with two 65litre tanks, extra lights and horns and a second accelerator

pedal [to alleviate fatigue].

I liked the small format of this colourful book which is 21cm square and about 1cm thick and contains 142 pages. The text [in French] is well set out and there are so many photographs, and of course lots of Thierry's wonderful drawings.

Biotreck Africa – Sur les traces de la Croisière Noire

Author: Ulla Lohmann & Eric Massiet de Biest


Publisher: Editions www.T3.fr
ISBN: 2-9122-5729-8

This is a coffee table book par excellence, with wonderful photographs on all the 272 pages.

Two Tractions [Scarabée Rampant and Escargot Volant] plus two support 4x4s successfully re-ran the 1924 Croisière Noire [Kegresse].

The route south through Tunisia, Algeria, Niger, Chad, Cameroon, Central African Republic, Congo, Uganda, Kenya, Tanzania, Zambia, Botswana, Namibia to South Africa. The adventure took five months and covered 25,000km.

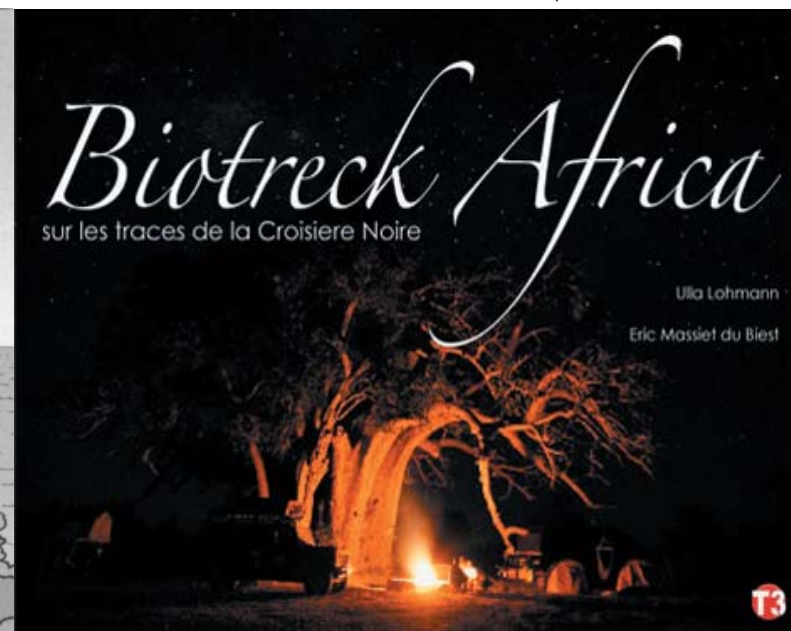
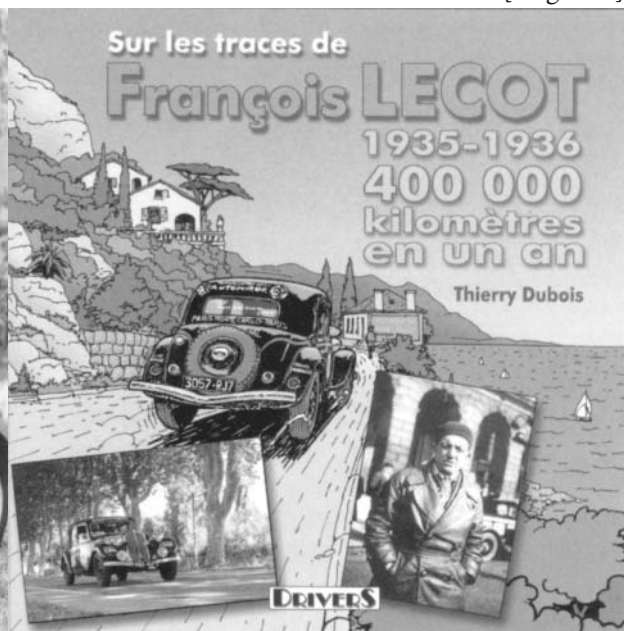
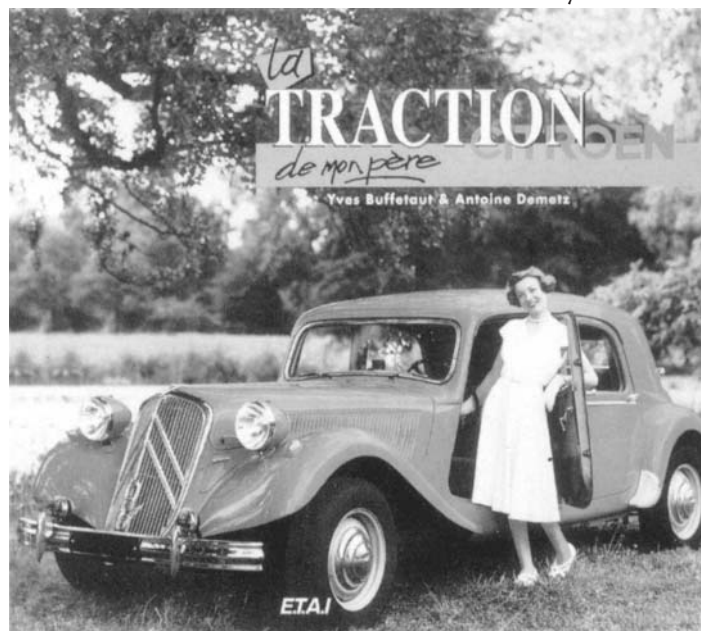
Scarabée Rampant is a 1950 11B Normale with an ID 19 4-speed gearbox with a catalyser to NOx and CO2 emissions which ran on an agro-carburant fuel. Escargot Volant is another 1950 11B Normale but with a DS engine and gearbox, a catalyser and disk brakes. Both cars behave impeccably.

These three reviews were written by Robin Dyke, and first appeared in 'Floating Power', the magazine of the Traction Owners Club in the March/April edition of 2008. 

BOOKS IN REVIEW

Dubois and published by Editions Drivers and is priced at €29 and can be bought easily on line from Librairie du Palmier [www.editions-palmier.fr]. If you have a larger coffee table, then there is the well known book 'François Lecot 400,000km en Traction', by Fabian Sabatètes and Gilles Blanchet

François Lecot was an enthusiast of endurance driving. In 1930 he drove 100,000km in 111 days



In this two-part article Robin Jones describes the overhaul of the engine in his 1952 Slough-built Light 15. He entitles it 'Traction Tribulations', so read on to find out the problems and to learn from his experi-

ence. cause turned out to be crankcase pressure building up to force the oil out of the ventilated filler cap. First I tried the easy option and removed the breather downpipe [on the LHS underneath the engine coolant drain plug] to

check for blockages – no such luck! I was going to have to dig

deeper. Next, I tried one of those large diameter sink plugs – the sort that goes over the top of the plughole and is held against the sink bottom by water pressure. This was a neat fit under the standard oil filler cap and turned the latter into a sealed cap. Result – it transferred and worsened the flow of oil from the top to the breather pipe, so much so that even at idle speed there was a steady drip! About the only dubious benefit was that the engine stayed cleaner without all the oil volcano-ing out of the filler and running down the sides! A compression test confirmed my worst fears: revealing cylinders 2 and 4 to be well down on compression – this had now turned out to be a major refurbishment exercise.

A few months of psyching up for the task followed. I should explain that I live in a top floor flat in London and the car is in a standard size garage 5 minutes walk distant with no electric power, light, heat, running water or similar luxuries. Having dejunked the garage of all extraneous things [bye-bye

sailboard, mountain bike etc] and after careful work with tape measure I calculated that I just, but only just, had room to stand the engine across the front of the garage if the car was pushed back to the end wall.

I set about dismantling the front end using as much ingenuity as I could in placing the parts removed, thus the radiator shell went on the back seat, radiator, generator, upper cross-member etc into the boot, the bonnet leaves went onto the car roof suitably protected by an old curtain. I made up a wooden 'cradle' to hold the engine to the dimensions shown in the original workshop manual, the only difference being that it sat flat rather than tilted with the gearbox uppermost. I tracked down an hydraulic engine hoist for hire that fortunately split down small enough for transport [my everyday car is a Rover 25]. Having drained all the fluids and disconnected all the necessary components the engine came out with remarkably little trouble once I had sussed out that it needs to tilt quite considerably for the clutch actuator housings to clear the lower cross-member – think 'U boat doing a crash dive' to get some idea of the angle necessary. I used a webbing sling under the water pump housing as shown in the manual and, being of a cautious nature, I ran another smaller loose sling back to the rear lifting eye in case I got too

enthusiastic with the tilt angle. One important point for those contemplating a similar exercise is to remove that engine breather pipe before doing anything else as it will be snapped off when the engine 'lands' on the wooden cradle – fortunately I was tipped off about this otherwise I would probably have added a new breather to the shopping list.

With the engine on the deck it was an easy matter to disconnect the gearbox – no, I lie, what lunatic came up with those silly little bolts? The ones with a tiny little bolts? The ones with a tiny head with only two flanges. Much rummaging in the toolbox produced the only thing I had to fit these, being a small 6/7mm open-ended spanner. This would not quite go on properly for the bolt in the recess between the fan pulley layshaft housing and the projection for the timing hole. Jamming the spanner on endways and using long nosed molegrips on the flanks of the spanner did it in the end but it was a mangled and chewed bolt that eventually came out [first item on the shopping list!]. I still had the hoist to support the weight of the gearbox as it was disconnected. The engine ancillaries all came off easily enough apart from the combined manifold 'nest'. One of the studs broke straight away and it stubbornly refused to part company with the head. Much work with hammer and drift and levering with large screwdrivers and cold

TRACTION TRIBULATIONS

chisels eventually did the trick, albeit with some minor damage to the metal flange of No4 port. The head lifted off easily enough, although I nearly forgot to disconnect the oil transfer pipe at the rear first – fortunately, it will

turn the engine on its side and land it back on the cradle.

The sump then came off, followed by an attempt at undoing the unions on the oil feed pipe. I managed eventually to get the pump end loosened but I gave up

with the crankcase end having attacked it alternately with gas

torches and a plumber's pipe freezing kit. Obviously, it is only possible to use an open-ended spanner on the union nuts so this limits the pressure that can be applied before there is a risk of 'rounding' the nuts. The oil pump also took some 'persuading' having released the pinch bolt and locknut. With the way clear, I was able to undo the big end caps and slide each piston up its barrel. As numbers 2 and 4 came clear, two halves of a top ring fell onto the floor – the root of the problem at last.

A careful study of the big ends [white metal in my case] showed very light scoring only, and micrometer readings taken at right angles to each other across the crankpins showed negligible ovality. This confirmed my decision not to interfere with the crank or main bearings.

Having received warnings about the potential trouble from a distorted engine block, I spent some time with a straight edge and set of feeler gauges measuring longitudinally and laterally across the barrel tops. I could not

'stretch' a bit!

I had already decided that I would limit my dismantling and replacement as far as possible to only those components I knew or suspected to be at fault.

Immediately prior to my purchase of the vehicle, it had a new timing chain and a check upon the crankshaft end-float so I did not intend to touch these areas. To enable work to take place only on the engine parts at fault would entail departure from the specified method in the workshop manual. I was not going to remove the crankshaft [unless inspection showed signs of wear in the big ends or main bearings], the timing gear or camshaft. I would still of course need to get the engine onto its LH side in order to remove the pistons and connecting rods.

I still had the trusty hoist, so I could re-sling the engine around the lower bell-housing brackets and right hand engine mount bracket, with another webbing adjustable 'roof rack' sling on the LH mount which I then progressively released to

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detect any warping within the limits of the kit I was using. The next task was to get the barrels removed from the crankcase. I found an off-cut of 4x2" timber which just fitted between the crank counterweights and the

on the other hand, there seemed to be remarkably few signs of wear in the existing ones and there was no 'lip' in the barrels at the top or bottom of the piston travel. The pistons were a little scratched and the top surfaces a little pitted but they polished up reasonably. There were, however,

scratches down the side of Nos 2 and 4 barrels caused by the sharp edges of the fractured piston rings and areas of minor corrosion-like pitting. There was also the nagging doubt as to what had caused the ring breakages in the first place. I decided to let the machine shop be the arbiter of whether it was possible to resuscitate the old components. They seemed confident they could hone out the scratching without taking the dimensions out of tolerance so I left the barrels with them and got on with dismantling the head.

At the very least, it seemed a pity to have the head on the bench and not take the opportunity of rebuilding it to run on lead free fuel. Removing the valves showed I had a problem of burnt and pitted seats [Nos 2 and 4 again!]. I also wanted to do something about the infamous cylinder head water distribution tube. This is a completely separate subject area in itself and I will cover it in another article. Suffice it to say that I crimped over the visible end of


the tube at the front of the head behind the water pump, grabbed the metal 'tang' so formed with a pair of long nosed pliers and pulled. Result – about two inches of wafer thin ultra corroded multi perforated metal. I took the dismantled head along to the machine shop with a set of new valve guides courtesy of Traction Owners Club spares and instructions to check it for flatness, install new valve seats and the guides, and to blow out the water channels with an air line to try and get rid of the last remnants of the 'boiler' tube.

Back to the garage again to tackle the thorny problem of how to clean up the rust, sludge, shrapnel, remnants of dissolved cylinder head tube, and general detritus from the engine block without contaminating the crankcase or pushrod housing areas. I could not find anything of the correct size to form 'bungs' in the barrel housing so resorted in the end to loads of tightly scrunched newspaper crammed into the apertures. Several treatments of engine cleaner followed by water flushing, brushing and blowing out with a nozzle in the end of a foot-pump – the nearest I could get to compressed air! – to get rid of the build up. The amount of solid sludge blocking the engine drain hole was unbelievable. I eventually drove a small diameter tommy-bar through it but not without difficulty. The critical

dimension from the outside face of the drain hole is 110mm – if you have cleared that much you have reached the inside of the engine block.

My anticipated timescale for the task was by now slipping drastically. The '1000 Traction in Dunkerque' meeting had now passed, so the next deadline I was working to was my summer holiday in late July. Although some of this delay was of my own making, I did have several long waits for parts and for machining to be completed.

To be concluded in the next issue.

This article by Robin Jones first appeared on 'Floating Power', the magazine of the Traction Owners Club in the March/April edition. Part 2, will follow in the next 'Front Drive'. 

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'Never criticise the volunteers in any organisation unless you are prepared to contribute yourself'

Mike Killingsworth

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TRACTION TRIBULATIONS

bottom of the barrels. Much sawing and rasping of one end produced a rounded wedge shape profile that fitted snugly in the lowest tapered part of the barrels and a thinner metal rod then acted as a drift between the hammer and the wooden wedge. As usual with these things, three of the barrels came out without much trouble but the fourth one put up a hell of a fight.

Having taken the cylinder head, pistons, and barrels back to my loft [dark and cramped, but at least I had power], separated the pistons from the con-rods by heating them in the oven [make sure you have the oven cleaner for use before the next Sunday roast] and, using a two legged puller, sandwiching the piston against a backstop with a gap for the gudgeon pin to slide through. I cleaned them up – oven cleaner useful again here for the remnants of hard carbon deposits on the piston crowns – and was thrown into indecision about the best course to take. The obvious thing was to get a new piston/cylinder set but,

In the last magazine, I mentioned the possibility of manufacturing some output shafts which are vital to the 4 speed ID conversion to a Traction. To this date, I have had only two responses. These are really the stumbling

manufacturing crown wheel and pinion sets for Traction and other sundry parts, wrote these. Actually, we still source parts from Roger and communicate with him regularly.

Parts sales have been quite busy in the past few months with a wide variety of parts supplied, so

there is a lot of activity out there. We should be looking forward to a few good looking cars hitting the roads in the not too distant future. It was interesting to note in the last magazine an advert for sale, an 11BL whose engine had been lost. I purchased a supposedly reconditioned engine for the Club from a guy in the Geelong area a couple of years ago and had it delivered to Jack Hawke's shed. Once again thanks Jack: a club member has now purchased that car and there is a fair chance the engine may have come from that car. So after a long spell they may be re-united, let us hope that it is the original engine after all.

There have been no new products or changes come to light recently but keep in touch if you need anything. Driveshafts are moving along nicely, there has been a steady stream of those passing through with quite a few from interstate.

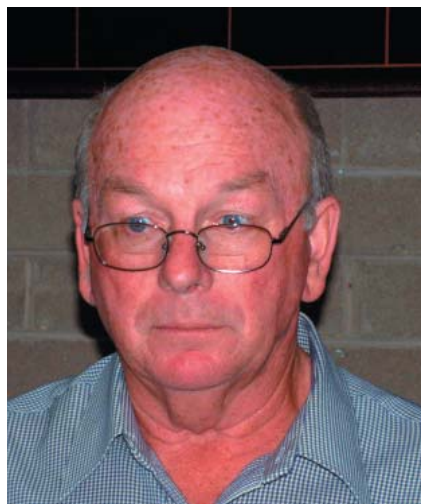
Well until the next magazine; keep on Citroëning and good luck to all taking part in the Raid.

Rob Little



SPARE NEWS

block in the conversion, as everything else can relatively easily be either machined or fabricated on a one off basis. Whether you are looking to do a conversion now or at sometime in the future, it would be well worth considering putting a pair on the shelf. We will be publishing a reprint of the original articles 'More Glide in your Stride' which featured in 'Front Drive' twenty years ago and was taken from articles printed in the English magazine 'Floating Power' in 1986! Roger Williams in the UK, who is still



FOR SALE



ID & DS ACCESSORIES

Towbar complete good quality. \$100. Roof Rack. Made in Paris. All alloy with ski clips [Rubbers Loose]. 2 mounting clips missing. Very nice accessory \$150, or both for \$225. Contact Brian Love [03] 5484 2244 [32/02]

ID 19 ENGINE & GEARBOX

ID 19 P engine and ID 19 gearbox. This engine and gearbox has not been used by the seller: it was a spare for a car now sold. So, it is no longer of any use. This rare engine is for sale at a very reasonable price. Engine number 19922223, 1-D-19P DM 114-11A 226 21 11 K. Number on the head 2 Q7 03 13216. Gearbox number DM 331-97-8-8 991E 41R020649. Price for engine and gearbox \$2,500 ono. Contact Howard [08] 9377 2293.

[32/02]

1974 2CV6

Orange German-built AZ-L, only 2 owners. Body and interior good, no rust. Mechanically excellent. 10,000km on reco motor, 123ignition, new clutch, new roof. [Receipts avail.] Full Vic. reg. to April 2009. PMJ 158. \$11,000. Contact Peter

Simmenauer [03] 9877 0141 [32/02]

1948 TRACTION 11BL

Professionally restored body in black enamel. Complete but dismantled car, minus original motor [lost]. Many new spares, new rubbers, new Michelin X tyres. workshop and spare parts manuals. Body has been restored to 'concours' standard, with no expense spared [\$14,000]. Chassis 566781. \$8,000 or best offer. Contact Rob Willer 04 2721 5033. Geelong Vic. [32/02]

WANTED

FOR SLOUGH LIGHT 15

For Slough-built Big Boot Light 15: Owner's handbook [not the workshop manual]

Also any original tool kit pieces [Do not need jack or handle]. Contact: Brian Love [03] 5484 2244 [32/02]

TRACTION BUMPERS

Front and rear bumper bars to suit an 11BL. These are the dip style bumpers and must be for a French model. Ring Brian Wade on [07] 3807 5781

[32/01]



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