

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



SUMMER '08/'09 Vol 32 No 6

## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

The Club's website is:  
[www.citroenclassic.org.au](http://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 'Traxion' the magazine of the Traction avant Club of the Netherlands

## 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: Helen Cross, Bernard Hadaway, Robin Jones, Rob Little, Julian Marsh and Roger Williams.

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, January 23, 2009.

## COMMITTEE

**PRESIDENT —** Edward Cross  
[03] 9819 2208 [H]  
[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

**SECRETARY —** Michael Molesworth  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)

**TREASURER —** Clare Hadaway  
[03] 9598 6888 [H]  
[treasurer@citroenclassic.org.au](mailto:treasurer@citroenclassic.org.au)

**ACTIVITIES COORDINATOR —** Vacant  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

**SPARE PARTS OFFICER —** Rob Little  
[03] 5823 1397 [H]  
[spareparts@citroenclassic.org.au](mailto:spareparts@citroenclassic.org.au)

**PUBLICATION EDITOR —** Leigh Miles  
[03] 9888 7506 [H]  
[editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au)

**COMMITTEE PERSON —** Bernie Hadaway  
[03] 9598 6888 [H]  
[meeting@citroenclassic.org.au](mailto:meeting@citroenclassic.org.au)

## SUPPORT

**WEB WALLAH —** Jeff Pamplin  
[03] 9523 0210 [H]  
[webwallah@citroenclassic.org.au](mailto:webwallah@citroenclassic.org.au)

**MEMBERSHIP SECRETARY —** Jeff Pamplin  
[03] 9523 0210 [H]  
[members@citroenclassic.org.au](mailto:members@citroenclassic.org.au)

**AOMC LIAISON OFFICERS —**  
Ted Cross [03] 9819 2208 [H]  
Russell Wade [03] 9570 3486 [H]

**CLUB PERMIT & SAFETY OFFICERS —**  
Russell Wade [03] 9570 3486 [H]  
Peter Boyle [03] 9470 8080 [H]  
Mel Carey [03] 9419 4537 [H&B]

**LIBRARIAN —** David Gries  
[librarian@citroenclassic.org.au](mailto:librarian@citroenclassic.org.au)

**CLUB SHOP —** Vacant  
[clubshop@citroenclassic.org.au](mailto:clubshop@citroenclassic.org.au)

**ICCCR REPRESENTATIVE —**  
Ted Cross [03] 9819 2208 [H]

**STATE ACTIVITY CO-ORDINATORS —**  
ACT Mike Neil  
[02] 6254 1040 [H] 04 1821 1278 [M]  
NSW Bert Houtepen  
[02] 9746 9920

**PUBLIC OFFICER —** Peter Boyle  
[03] 9470 8080  
[ruffb@tadaust.org.au](mailto:ruffb@tadaust.org.au)

# 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](mailto: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](mailto:clubshop@citroenclassic.org.au)

## OTHER CLUBS

VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

This edition of 'Front Drive' lands in your letterbox in time to provide Christmas reading. And I hope you will find lots to interest you this month.

Summer brings with it a wide range of Events, and the Committee really hopes to see as many members as possible at the Events we have planned over summer. Every year the AOMC and RACV combine forces to bring the Classic Car show to life. It has been some years since CCOCA has had a good showing of cars, but we really hope to get a great turn-up this year.

Remember, on the Events front that bookings for CitIn'09 close at the end of January. Have you booked yet?

As you are aware 2009 is the 75th Anniversary of the launch of the Traction and Brian Wade, under the aegis of CCOCA, has arranged a fantastic Traction

Tour to celebrate this moment in history.

Brian has also provided an interesting article about re-awakening an old love. Read it 'Sleeping Beauty'.

Our peripatetic members Andrew and Frances McDougall have been in Argentina. Their short message with some interesting photos prompted me to discover the interesting history of Citroën in that country since the late-1950s. We all know that the internet is a great source of information [who can forget the rabbits in China?], but it is also full of contradictory information. Citroën left Argentina in 1980 [or was it 1982?] and I found at least three explanations for and history of their departure.

On page 41 there is an important update regarding the Victorian 'Club Plate' scheme. Spare News, Fleet Follies... another full issue  
Enjoy,  
Leigh F Miles



Christmas 2008 is just around the corner. By the time you get this edition of 'Front Drive' you will be well in the swing of the Festive Season. For me it is time to get my cars out of the garage as often as possible and also to spend those balmy summer evenings working on a new project or two.

Reading the local Age newspaper weekly motoring section there is a lot of information about the imploding US car makers seeking further Government assistance to simply survive. Here in Australia the Federal government has also been busy providing an assistance package for our local manufacturers. No bad news from Europe yet so we can hope that PSA is well positioned to ride out the economic storm which is about to arrive in 2009. [Having said that, PSA have laid off some 3,00 workers recently. Ed.]

Micro cars are now on the new car agenda in Australia but our drivers have consistently resisted this downsizing over many years. Now we see that Citroën Australia – Ateco are considering importing the zippy C1 for the Australian market. This is apparently unlikely as the C2 is already imported and Ateco think this is as small as Australians can comprehend. Hmm, well I wonder if they are missing the push for small cars which is coming whether we like it or not. However Citroën has been around in Australia for 85 years, so I believe they must know what they are doing.

Citroën has always been at the forefront when it comes to new markets and small cars, and I

feel certain we will see some great new cars on offer over the coming years. Meantime we can continue to drive our Classic Citroëns which are all still relevant today. Apart from the original 5CV model we can enjoy our 2CVs and even Tractions are still very usable

in today's crazy traffic. Helen has already taken over our Raid 2CV as her daily transport. It will be interesting to see how she copes with our hot summer weather with no air-conditioning.

I really think we are lucky to have our toys right now. We still have un-restricted ability to use our cars when we want to, and at least fuel prices are on the way down again. I personally cannot see that future Citroën enthusiasts will be discussing on the web how to restore their C1 or C2 micro car. I may be completely off the mark, but somehow I feel that the car club scene we currently enjoy may fade away in the future.

In the meantime we can all drive our trusty Citroëns as often as we want, and continue to enjoy good company at future events. Leigh has included the next few month's activities for you, and 2009 will be a big year for CCOCA and Traction Avant's 75th birthday celebrations. I encourage you to use your Citroën [new or old] and join in future events as they unfold.

Helen and I personally wish all CCOCA members and families a Merry Christmas and a Happy New Year and we hope to see you at CCOCA event soon.

Ted Cross



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

## A-TRACTIONS

### ● JANUARY 2009

#### THE RACV GREAT AUSTRALIAN RALLY



**WHEN:** Sunday, 18 January  
**TIME:** 9:00am  
**FROM:** Start points listed below  
**TO:** Mornington Racecourse  
**COST:** \$30 per vehicle  
**BRING:** Sunscreen, chair, lunch  
**BOOKING:** Essential by 16 Jan  
**CONTACT:** Colin Brown  
 [03] 9739 4829 or  
 colin.brown@hotmail.net.au

This event has grown to become Victoria's largest veteran, vin-



tage and classic car rally with travel from Melbourne to the Mornington Peninsula by the RACV, the rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter McCallum Cancer Centre.

The 2009 RACV Great Australian Rally is organised and conducted by the All British Classics Car Club Inc. All vehicles entered must be 25 years and older.

There are three start locations this year:

- Melbourne
- Stud Park, Rowville
- Western Port Marina, Hastings

All entrants will enjoy a sausage sizzle at their nominated starting point.

Download your entry form at [www.abccc.com.au](http://www.abccc.com.au)

#### COMMITTEE MEETING & CHEAP EATS

**WHEN:** Wednesday, 21 January  
**TIME:** 7:00pm  
**WHERE:** Check with the Secretary for this month's venue  
**COST:** Cheap eats  
**BRING:** Refreshments  
**BOOKING:** Preferred  
**CONTACT:** Michael Molesworth,  
[secretary@citroenclassic.org.au](mailto:secretary@citroenclassic.org.au)



#### AUSTRALIA DAY HISTORIC CARD DISPLAY

**NOTE:** AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY WEBSITE HAD NOT BEEN UPDATED FOR 2009. PLEASE CHECK DETAILS IN THE NEXT EDITION OF 'FRONT DRIVE' OR ON LINE AT [WWW.AUSTRALIADAY.VIC.GOV.AU](http://WWW.AUSTRALIADAY.VIC.GOV.AU)

**WHEN:** Monday, 26 January  
**TIME:** Participants: 10:00,  
 Spectators: 12:00pm

**WHERE:** Participants  
 Northland Shopping Centre  
 Spectators  
 Kings Domain Gardens,  
 Linlithgow Ave., Melbourne,  
 Melway 2F J9

**COST:** Free  
**BOOKING:** Spectators:  
 Not required

**CONTACT:** Ted Cross,  
 04 0059 2208  
[president@citroenclassic.org.au](mailto:president@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 motor-ing enthusiasts.

#### MONTHLY MEETING - YARRA BANK BBQ

**WHEN:** Wednesday, 28 January  
**TIME:** From 6:30pm  
**WHERE:** Kevin Bartlett  
 Reserve, Burnley,  
 Melway 59, B1

**COST:** Free  
**BRING:** The doings for a BBQ  
 and insect repellent

**BOOKING:** Not required  
**CONTACT:** Ted Cross,  
 04 0059 2208

[president@citroenclassic.org.au](mailto:president@citroenclassic.org.au)

Start the Club year with a BBQ near the banks of the Yarra. There are BBQ facilities on site, but you will need to bring everything else. There is plenty of parking, but we





suggest you bring extra chairs and a picnic table with you.  
As always, our friends from CCCV are more than welcome to join us for this relaxed evening.

## ● FEBRUARY

## A-TRACTIONS

### MONT DE LANCEY DAY RUN

WHEN: Sunday, 15 February  
TIME: 10:30am  
FROM: Car park opposite Ringwood Lake, Maroondah Highway, Ringwood  
TO: Mont De Lancey Wellington Rd., Wandin  
COST: TBC – see next edition for full details  
BRING: Sunscreen  
BOOKING: Essential by 8 February  
CONTACT: Leigh Miles 03 9888 7506



editor@citroenclassic.org.au

The Land Act of 1865 released virgin bushland beyond the small Lilydale township. Two years later Henry Sebire and his family came to Wandin where he selected 80 acres of land. After clearing it by hand, raspberries were planted – providing a quick return with fruit trees that take several years to produce a crop being planted later.

In the 1880s Henry began to build a permanent, more substantial home, making bricks from clay on the property and quarrying stone from the hill for the foundations. The house stands today as solid as ever, on a hill overlooking the surrounding farmlands.

Henry and Martha's French speaking background is reflected in the name they chose for their home; Mont for its high outlook and De Lancey for a lane in their former homeland, Guernsey.

In 1993 members of the Sebire family generously donated the homestead and part of the property to be developed as a community based project.

We will enjoy a guided tour of the property followed by lunch at Les Chesselles restaurant.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 Feb  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats

BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Michael Molesworth, secretary@citroenclassic.org.au

### CLUB MEETING – TWILIGHT RUN

WHEN: Wednesday, 25 Feb  
TIME: 7:00pm  
WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury. Melway 46, F10

COST: Free  
BOOKING: Not required  
CONTACT: Ted Cross, 04 0059 2208 president@citroenclassic.org.au

Day light saving provides us with a unique opportunity for a 'twilight run', with a BBQ supper as a reward.

PLEASE NOTE THE EARLY START FOR TONIGHT'S EVENT!

## ● MARCH

### RACV CLASSIC SHOWCASE

WHEN: Sunday, 1 March  
TIME: Display cars – 8:30 to 11:00am.  
Spectators – from 10:00am  
WHERE: National Steam Centre, 1200 Ferntree Gully Rd., Scoresby. Melway 72, D9  
COST: See below  
BRING: Refreshments, lunch, chair, sunscreen  
BOOKING: Preferred  
CONTACT: Ted Cross, 04 0059 2208 president@citroenclassic.org.au

CCOCA is very keen to have a great show of cars at this event. 2009 is the 75th Anniversary of the Traction Avant and this provides the Club with an excellent method to 'show-off' not only the very best of Traction – but our very best from the Quai Javal. Admission: Display cars [driver and one passenger] \$12 pre-booked or \$15 on the day. Spectators \$15 [under 16, free]. Due to limited entry to this venue the organisers recommend pre-booking to avoid queuing. The pre-booking form can be downloaded from the AOMC website, www.aomc.asn.au or by phone [03] 9807 9096.



## NATIONAL STEAMFEST

WHEN: Sunday, 8 March  
 TIME: From 10:00am  
 WHERE: National Steam Centre,  
 1200 Ferntree Gully Rd.,  
 Scoresby. Melway 72, D9

## A-TRACTIONS

COST: See below  
 BRING: Refreshments,  
 lunch, chair, sunscreen  
 BOOKING: Preferred  
 CONTACT: Ted Cross,  
 04 0059 2208  
 president@citroenclassic.org.au



Despite this being one of the largest steam-powered events in the country, CCOCA has never made a concerted effort to fully participate in the National Steamfest. This year we hope to really get into the whole swing of the day.



Steam rollers, steam traction engines, portable 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 over the Labour Day weekend, if it runs, it will be running today. Kids [big and small] will enjoy a ride on the miniature railway, too.

### COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 18 March  
 TIME: 7:00pm  
 WHERE: Check with the Secretary for this month's venue  
 COST: Cheap eats  
 BRING: Refreshments  
 BOOKING: Preferred  
 CONTACT: Michael Molesworth,  
 secretary@citroenclassic.org.au

### CLUB MEETING - ANNUAL GENERAL MEETING

WHEN: Wednesday, 25 March  
 TIME: 8:00pm  
 WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury.  
 Melway 46, F10  
 COST: Free  
 BOOKING: Not required  
 CONTACT: Ted Cross,  
 04 0059 2208  
 president@citroenclassic.org.au

Full details next month on our fantastic plans for the Annual General Meeting.

## 41ST NATIONAL EASTER CITROËN EVENT

Club Citroën of South Australia Inc. is proud to host Cit-In 2009, the traditional annual Easter gathering of Citroën motoring enthusiasts. Located on the Fleurieu Peninsula, 30km south of Adelaide, picturesque McLaren Vale and surrounding region is acclaimed as one of our State's premier sources of fine wine and food. Grape vines, olives, figs and almonds thrive in the Mediterranean climate, while the spectacular coastline beckons, 8km to the west.

### PROGRAM

- Friday 10 April: Registration, welcome supper and drinks
- Saturday 11 April: Concours d'Elegance, observation run, informal dinner
- Sunday 12 April: Easter egg hunt, motorkhana, formal dinner and presentation of prizes
- Monday 13 April: 'Winemakers' breakfast and farewell.

## VENUE AND ACCOMMODATION\*

• McLaren Vale Motel and Apartments.  
 This motel will be the hub for Cit-In 2009. Rooms are being held for Cit-In patrons until 7 January, 2009. To secure accom-

modation please contact M&R Vandeleur, [08] 8323 8265  
 www.mclarenvalemotel.com.au

There is an excellent range of alternative accommodation within 15km of the town. A selection of options, including bed and breakfasts and caravan parks will be published shortly.  
**REGISTRATION**  
 Registration for Cit-In '09 closes on 31 January 2009.

• Adults \$175, children 5-12 \$100, under 5 free.  
 Booking forms can be downloaded from the website - www.cit-in.org  
**FURTHER INFORMATION?**  
 Contact Liz Pike [08] 8293 1800 or hendojc@adam.com.au.



## CIT-IN 2009

**BOOKINGS CLOSE 31 JANUARY, 2009**



\* Securing accommodation is your responsibility



**7**5th Anniversary of The Citroën Traction Avant. 2009 will mark the 75th anniversary of the release of the Citroën Traction Avant. To celebrate this milestone the Citroën Classic Owners Club of

for the Nation's capital] the rally will head north to Broken Hill.

Broken Hill and its surroundings are considered the quintessential Australian outback.

Day 5 sees the rally travelling southwest to the once thriving railway town of Peterborough

Forty years ago, Peterborough

was one of only two places in Australia where it was possible to see three railway gauges in use [broad, standard and narrow gauges]. However, only standard gauge has survived the passage of time. On departing Peterborough, we will travel due south heading for South Australia's world-renowned Barossa Valley.

On the way south the we will pass through the almost ghost town of Terowie and the historic

copper mining town of Burra. The ladies [and gents] might like to stop at Burra to check out the numerous antique shops that are full of treasures.

A special day is planned for day 7 when the Tractions will be on display at the National Motor Museum at Birdwood. The National Museum will be advertising the day on their events calendar and it is envisaged many visitors will come to see the Tractions.

After leaving the vineyards of the Barossa the rally will head due east travelling through the wheat belts of South Australia and Victoria arriving in Ouyen on the last day. The event will conclude with a dinner and prize presentations on that evening.

**TRACTION AVANT 75TH ANNIVERSARY RUN ITINERARY**

☞ Day 1: Friday October 2 – Kerang.

Meet and Greet at the Kerang

Bowls and Recreation Club on Friday from 5:00pm. A two course meal will be provided and rally packs issued. Accommodation: Kerang Caravan and Tourist Park. Ph [03] 5452 1161. Alternate accommodation has been booked at the Loddon River Motel. Ph [03] 5452 2511.

☞ Day 2: Saturday October 3 – Kerang to Balranald

Breakfast will be at the above park where members of the Kerang and District Vintage Car Club will join us. We will be departing Kerang approx 11:00am to our next overnight stop, which is Balranald. Accommodation: Balranald Caravan Park. Ph [03] 5020 1321. Alternate accommodation has been booked at the Balranald Club Motel. Ph [03] 5020 0444

Left: The 'Fergie' memorial at Balranald.

Right: Bells Milk Bar at Broken Hill – two essentials of Traction Tour.

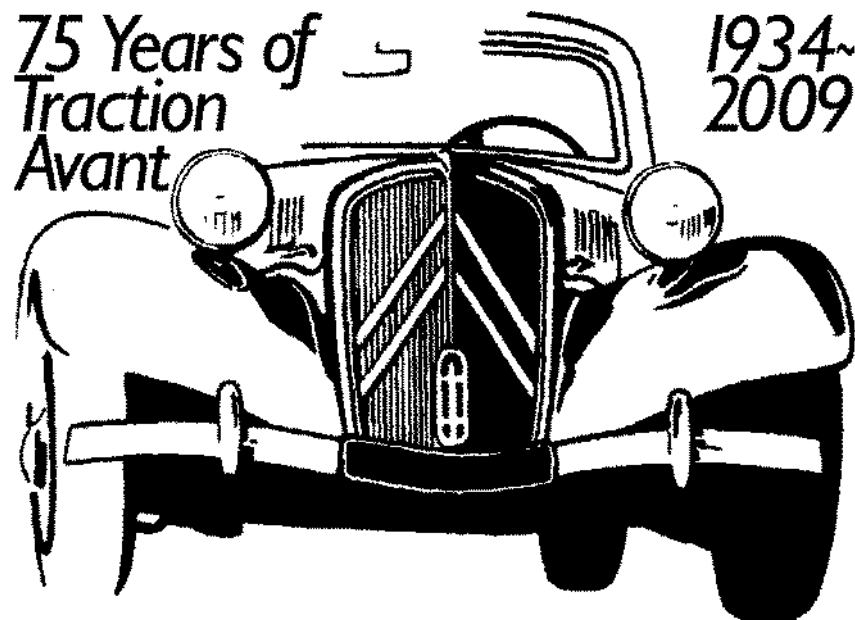
## 75 YEARS OF TRACTIONING

Australia is conducting an event to pay homage to this beloved French icon.

The run will commence on the 2 October 2009 in Kerang, Victoria and conclude 9 days later in Ouyen, Victoria.

During the first 2 days cities and towns that will be visited will include Swan Hill, Balranald, Mildura and Wentworth.

After leaving Wentworth [once considered a possible site



☞ Day 3: Sunday October 4  
– Balranald to Wentworth.  
Accommodation: Willow Bend Caravan Park. Ph [03] 5027 3213. Alternate accommodation has been booked at the Wentworth Central

modation for everyone.  
On Monday evening we will be joined by the Broken Hill Vintage Car Club for a BBQ.  
☞ Day 5: Tuesday October 6  
– Broken Hill to Peterborough.  
Accommodation: Peterborough Caravan Park. Ph [08] 8651 2545. Alternate accommodation has

been booked at the Peterborough Motor Inn. Ph [08] 8651 2078

☞ Day 6: Wednesday October 7  
– Peterborough to Tanunda  
We will travel via Terowie and Burra. Accommodation: Tanunda Caravan Park. Ph [08] 8563 2784. No alternate accommodation has been booked in Tanunda as the van

Motor Inn. Ph [03] 5027 3777.

☞ Day 4: Monday October 5 –  
Wentworth to Broken Hill.  
Accommodation: Lake View Caravan Park. Ph [08] 80882250. No alternate accommodation has been booked in Broken Hill as the van park has sufficient accom-

## TRACTION TRIBULATIONS



Day 6 sees the Anniversary Tour finish the day in Tanunda, in the centre of the famous Barossa Valley. Wine tasting, anyone?

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31/06



park has sufficient accommodation for everyone.

✂ Day 7: Thursday October 8 – Tanunda to Mannum.

We travel via the National Motor Museum at Birdwood, where our cars will be displayed

## TRACTION TRIBULATIONS

in front of the museum from 10:00am to 2:00pm. At this time, voting will take place for the most popular ears [there will be several categories]. This will be by Peoples' Choice.

Lunch will be provided by the 'F l' Café, which is located in the museum grounds. Later in the afternoon we will make our way to our accommodation which is the Mannum Caravan Park. Ph [08] 8569 1402. Alternate accommodation has been booked at the Mannum Motel. Ph [08] 8569 1808

✂ Day 8: Friday October 9 – Mannum to Pinnaroo.

Pinnaroo's main street – our destination on Day 8 of the Traction Anniversary Tour.



We travel via Karoonda to our accommodation at the Pinnaroo Motel, Ph [08] 8577 8261. Alternate accommodation has been booked at the Pinnaroo Hotel, Ph [08] 8577 8007, the Golden Grain Hotel, Ph [08] 8577 8009 and camping sites are available at the

Pinnaroo Caravan Park, Ph [08] 8577 8271

✂ Day 9: Saturday October 10 – Pinnaroo to Ouyen.

Accommodation: Ouyen Caravan Park. Ph [03] 5092 1426. Alternate accommodation has been booked at the Hilltop Motel, Ph [03] 5092 1410 and the Ouyen Motel, Ph [03] 5092 1397.

On Saturday evening a farewell dinner [3 course] will be provided in the function room at the Ouyen Club.

The total event distance from Kerang to Ouyen is 1,495km and the Entry Fee is \$150 per person.

### WHAT IS INCLUDED?

- ✂ Friday evening Meet and Greet two course meal
- ✂ Saturday morning breakfast
- ✂ Monday evening BBQ
- ✂ Entry to Birdwood museum and lunch
- ✂ Saturday night dinner
- ✂ And of course a rally pack full of 'goodies'

**VERY IMPORTANT NOTE:**  
All accommodation

MUST be booked directly with the accommodation provider, by the entrants, no later than 31 MAY 2009. This is because school holidays in Victoria, South Australia and New South Wales occur at the same time as the event and accommodation providers will not hold rooms past the above date.

Accommodation in the various van parks may include cabins, on site vans and two bedroom villas

Camping sites [powered and unpowered] are also available at all of the overnight stops.

When booking your accommodation mention that you are an entrant in the Citroën Classic Owners Club of Australia's 75th Anniversary Run.

Due to the limited amount of accommodation at some overnight stops, the rally is being limited to 25 cars [TRACTIONS ONLY].

For further enquiries, and to make payments, contact:  
Brian Wade, PO Box 5089, Eagleby, Qld., 4207

Ph [H] 07 3807 5781

[M] 04 1944 7705

Email: brianesther66@hotmail.com

### PAYMENT AND BOOKING DETAILS

Payment Method: Payment may only be made by cheque or money order, payable to Citroën Classic Owners Club of Australia Inc. and sent to Brian Wade at the above address.

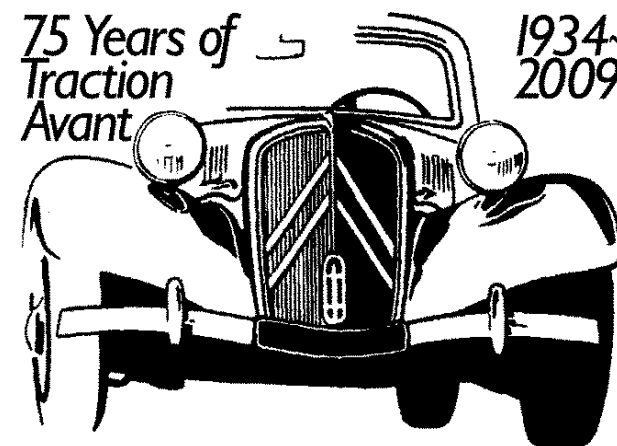
Payment Timing: Payment

in full must be received immediately you are advised that your booking for the event has been successful. Other than Late Acceptances [see below] all monies must be received no later than 24 September, 2009.

Refund Policy: A full refund of your fee will be made if you cancel your reservation prior to 1 June, 2009. Cancellations received between 2 June and 24 September will be refunded \$100 per person. Cancellations after that date may not receive any refund.

Waiting List: Should bookings exceed maximum numbers, a 'waiting list' will be maintained and any cancellations will be replaced from the 'waiting list' in the order in which they were received.

Late Acceptances: Due to cancellations, or other reasons, Late Acceptances [after 24 September] may be taken. Payment arrangements for Late Acceptances will be managed between the member and Brian Wade. ✂



**H**ome Again After a 22 Year Hibernation

My introduction to the wonderful of Citroëns was back in March 1978 when I purchased a 1951 11BL. After attending to various mechanical

in 1984 with the intention of retiring from the Army. However I accepted an offer of promotion which involved a posting to Sydney which meant moving interstate once again. For the four years that I had been absent from Queensland my 1940 Light 15 had been garaged at my father's

property in Brisbane. Unfortunately this property was being sold therefore it was necessary for me to dispose of one car.

It was a hard decision to make as I had done many happy miles in the 11BL but as the '40 model was the much rarer car I decided the 11BL had to go. An advertisement was placed in the Saturday Brisbane 'Courier Mail' which resulted in numerous enquiries and by 10:00am that morning the

car had been sold.

When it came to complete the transfer documentation the buyer informed me that he did not require the registration and if I would deliver the car for him I could remove the plates and he would then drive me home. On arriving at the new owner's property I was directed to a large industrial shed located at the rear.

Entering the shed I noticed a dozen or more vintage/classic cars [no Citroëns] and when I queried the buyer's intentions he informed me that the cars were his 'superannuation' fund.

And so moving on to March last year [2007] imagine my surprise [and delight] when checking what was available in the way of Citroëns on eBay I discovered my old 11 BL looking EXACTLY as

it did the last time I saw it: some 22 years earlier.

A quick email followed up with a phone call to arrange an inspection the following day and so after some spirited negotiations 1951 11BL, chassis number 561180 was coming home again after a 22 year 'sleep'. It had been the vendor's intention to let the auction run for seven days, however as he had bought the car from me he relented and sold it back to me.

After bringing the car home I set about putting it back on the road and after attending to a myriad of problems that included electrics, brakes and fuel supply the car was registered in time to attend the annual French Car Display in the same year.

One of the problems I encountered during the recom-

---

Same car, same angle... just 22 years separates them.

## SLEEPING BEAUTY

bits and pieces, painting and trimming the car it was re-registered in September of the same year.

The car was then used on a daily basis for the next six years, during which time it attended several 'CitIns' and 'OzTraction' It was photographed by John Couche at the 1983 'OzTraction' and an article on the car was published in the March/April 1983 edition of 'Front Drive'

I returned to Queensland





missioning of the car was tyres. When I first bought the car back in 1978, it was fitted with worn out 16inch cross ply tyres and I was informed by some local Citroënists that some cars had arrived here minus tyres and that

So earlier this year the motor was removed and overhauled By DS Motors in Brisbane [thank you Lance and John]. During the overhaul the original con rods were replaced with ID rods and shell bearings

## SLEEPING BEAUTY

the 400mm rims were removed and replaced by 16 inch rims. At that time I fitted a set of Olympic 16inch cross ply tyres to the car and these were still on it when I regained possession last year.

As I have driven Tractions on both cross ply and radials I had no desire to go back to cross ply and decided to fit a set of Michelin 175x16s [same as fitted to my '40 model]. After much searching and considerable expense a set was obtained from Antique Tyres. However when removing the old tyres from the rims it was discovered that rims were still the original 400mm! And so what to do next?

Find some 16inch rims or 'bite the bullet' and purchase a set of 165x400 Michelins. I chose the latter and bought the 165x400s. Fortunately a fellow CCCQ member was looking for some 16inch tyres for his ID so I managed to sell the 175x16s to him.

When the car was put back in service last year, it had a 'minor' oil leak. However after a short time the leak had become MAJOR.

I do not intend to repaint the car as it is still quite presentable

and has a nice aged patina about it. The only trim that needs to be done is fitting a new headlining. The previous owner had managed to short out the interior light and as a result burnt the headlining. When I owned the car the interior light switch was faulty, therefore I never kept a bulb in it. When I saw the burnt headlining, it was not hard to imagine what had happened. Unsurprisingly, when I got the car home I found a 12volt bulb in the light [the car is still 6volt].

I have recently managed to find a New Old Stock interior light on French eBay.

It is my intention to keep the car as original as possible. The only changes I have made are for safety reasons. These are the fitting of a second stop/tail light and a set of indicators. The indicators I have used are the 'AXO' as fitted to post '52 French-built Tractions. Instead of fitting the rear indicators on the rear quarter panels I have opted to follow the Belgians and fit them to the rear mud guards.

The appearance of the car has

been greatly improved by the fitting of the correct French bumpers. When purchased 30years ago the car had an English front bar and a piece of flat steel [with tow bar] on the rear. I replaced the flat steel with an English bar as a temporary measure at the time and tried to find the correct French bars to replace the English ones. After a time I gave up looking as they seemed to be unobtainable.

This time however my good friend and fellow CCOCA member, John Vanechop most generously provided me with a pair of the correct bumpers and these

have certainly enhanced the 'French' appeal of the car.

Up until now I have never bothered to 'name' my cars, instead just referring to them by their model designation. Now having two black Tractions I decided that naming them was appropriate. And so I now have 'Edna' the English car and 'Fifi' the French car.

In conclusion I would like thank CCOCA Spare Parts Officer, Rob Little, for all his assistance in providing me with the various parts that the car required for its 'reawakening'.

Brian Wade





## SLEEPING BEAUTY





**T**welve simple rules to kill a Club.

- 1] Do not attend meetings
- 2] If you do, be sure to come late
- 3] If the weather does not suit

## 12 SIMPLE RULES

- 4] you, do not dream of coming
- 5] If you do ever turn up, find fault with the office-bearers and the other members; sit at the back and talk to the person next to you about the weather or a committee member
- 6] Never accept office; it is much easier to criticise than to actually do something
- 7] Get sore if you are not appointed to committee; but if you do happen to be appointed, be sure not to attend any meetings
- 8] If asked by the Chair for your opinion on some matter, just indicate that you have nothing to say – then, just after the meeting, tell everyone how things ought to have been done
- 9] Do nothing more than is absolutely necessary, but when other members roll up their sleeves and do it all, howl about how the Club is being run by a small clique
- 10] Hold back your subscription as long as you possibly can, so as to give the Treasurer, and others, unnecessary work

- 10] Start a whispering campaign about the finances
- 11] Do not bother about involving new members – let someone else do this
- 12] Never appear to take an interest in the Club magazine and never under any circumstances, actually submit as article for it

### OBITUARY

I know that all of you were saddened to learn this week of the death of one of our Club's most valuable members – Someone Else.

Someone's passing created a vacancy that will be difficult to fill. Else has been us for many years, and for every one of those years, Someone did far more than the normal person's share of the work. Whenever leadership was mentioned, this wonderful person was looked to for inspiration as well as results. 'Someone Else can work with that group'. Whenever there was a job to do, a class to teach, or a meeting to attend, one name was on everyone's lips, 'Let Someone Else do it'. It was common knowledge that Someone Else was among the largest givers to the Club. Whenever there was a financial need, everyone just assumed that Someone Else would make up the difference.

Someone Else was a wonderful person, sometimes appearing super-human, but a person can only do so much. Were the truth known, everyone expected too

much of Someone Else. Now Someone Else is gone. We wonder what we are going to do. Someone Else left a wonderful example to follow, but who is going to follow it? Who is going to do the things Someone Else did?

Remember, we cannot depend on Someone Else anymore.

This article appeared in Volume 20, Number 7 of 'The French Connection', the magazine of Club Automobile de Français.



## Bij de Rallye Monte-Carlo waren er

Een bewijs voor  
**UITHOUDINGS-  
VERMOGEN  
BETROUW-  
BAARHEID  
WEGVASTHEID**

64 mededingers, waarvan er slechts 24 binnen den bepaalden tijd aankwamen

**De eenige CITROËN, die Mede reed,** legde het traject Boekarest—Monte Carlo, 2939 K.M. af, zonder één strafpunt en verwierf bovendien de „Coupe de Régularité” (Regelmatigheidsprijs)

Het traject was buitengewoon bezwaarlijk door het voorkomen van allerlei moeilijkheden: 2 M. hooge sneeuw, 150 K.M. wegen overdekt met ijzel, strenge koude en mist —

**overwonnen met een**

**CITROËN c6**

**Seriewagen**

In alle voornamen plaatsen des lands zijn CITROËN-Agenten gevestigd, die U **Precies zulk een Wagen** kunnen leveren.

Club members Andrew and Frances McDougall are arguably the most well-travelled members of CCOCA. And when they travel you can be sure they will be their eyes peeled for matters-Citroën.

is the southern most city in the world, on the shores of the Beagle Channel and surrounded by the Martial Mounts. It is the capital of the Tierra del Fuego, Antarctica and Southern Atlantic Islands Province of Argentina.

## CITROËN IN ARGENTINA

Hopefully you remember messages from the Galapagos Islands and the Netherlands. This short message [forwarded by Mark McKibbin] arrived a week or two ago.

Dear Mark,

A quick email from Ushuaia

[Ushuaia

Ed.] before we get on the boat this afternoon. In our wanderings

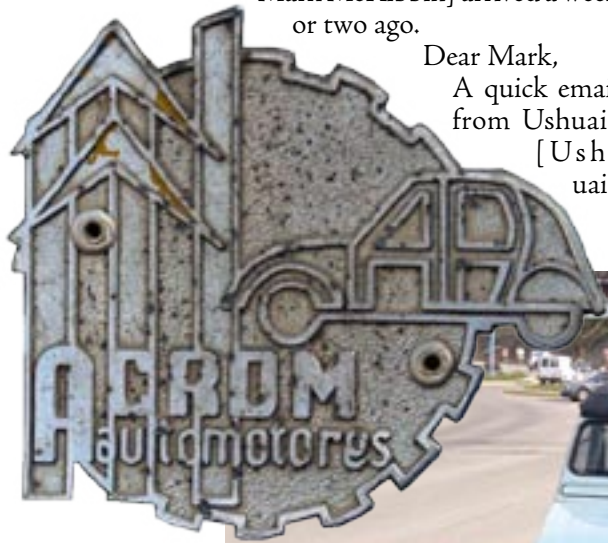
around Ushuaia, the southern most city in the world, we came across this 2CV parked in the street. So it is possible to see 2CVs anywhere in the world!!! Note it has an extended boot lid incorporating the rear window. Also saw a Mehari in Buenos Aires on the day we arrived.

Andrew and Frances McDougall.

Well, this message got me

thinking about Citroën in the Argentine. Here are the results of my searching of the internet. Leigh F Miles

In 1958, the Societe Anonyme André Citroën was established in Argentina. With the local company Stand and



Lower left and right: These are the pictures Andrew forwarded on to us. The car pictured appears to be one of the actual Citroën cars – rather than an IES build. The presence of the Dyane-style tailgate, suggests it is a 3CV Prestige.

Above: a Citroën 3CV Prestige in rather better condition than that seen by Andrew and Frances. Note the rather rusty Visa to the right.



limited to engine capacities of between 190 and 700cc.

was \$8¼million, which covered not only the purchase but also the tools required to make the 2CV. NATIONAL PRODUCTION

for Citroën Argentina SA to be established.

# CITROËN IN ARGENTINA

In the meantime, the building situated in Barracas was improved, and at the end of 1962, in the presence of its new board headed by Michel Koundadze, the plant on Zepita St was officially opened.

The initial programme provided for the production of 10,000 units in 1962, 15,000 in 1963 and 20,000 in 1964, within

these numbers the export of the 2CV to Paraguay was planned. In 1965, the plant covered about 69,000m<sup>2</sup> and employed 961 workers. That year, Citroën Argentina SA produced 6,300 AZL 2CVs and a further 1,400 AZU vans. Export continued to increase. In addition to the exports to Paraguay, shipments of chassis, motors and gearbox to Uruguay and gearboxes to Spain commenced. The parts sent to Uruguay were used to produce 2CVs in that country. During the 1960s there were constant improvements to both the motor and transmission culminating in 1969 in the launch of the 3CV.

Citroën Argentine SA  
publicity  
material and  
advertising  
for the 2CV  
and 3CV  
models.





The haute de gamme of the 3CV appears to have been the 'Prestige', which sported the Dyane-style tailgate of the car featured in Andrew's photo. The same year, Citroën joined the Republica Argentina Car Manufacturers

of political instability, massive budget deficits and union wage demands increased inflation. At the time of the March 1976 coup, the annual inflation rate was 444%; it decreased in the late 1970s but rose again to 209% in 1982. Unfortunately, these economic disturbances severely

alternative story that appears on the internet suggests a less amicable change of ownership. The French support for the British during the Falklands War resulted in the Argentine government

confiscating the factory and giving it to Industrias Eduardo Sal-Lari SA [IES]. The third suggestion is that as a result of French support for the British during the war, the Argentine government

## CITROËN IN ARGENTINA

Association [ADEFA].  
NEW MODELS

The need to expand the range being sold continued into the 1970s. 1970 saw the introduction of the Ami 8 and in 1971 the Mehari was launched. Interestingly this plastic-bodied utilitarian vehicle was pitched at a far younger market than the balance of the range. This gave Citroën a wide range of vehicles, all sharing the same mechanical base. The 2CV was subsequently dropped.

From 1973, a combination

effected the middle classes. They lost a great deal of their purchasing power, and it was this consumer group who made up the bulk of Citroën's target market. By 1977, Citroën Argentina had produced 204,980 vehicles.

NEW CONTROL

In 1979 Citroën in France had determined to sell its Argentinian facilities to a group of local businessmen, headed by Eduardo Sal-Lari. Sal-Lari was the president of Daher Boge – Citroën's supplier of shock absorbers. The



Above: On the right is an IES Super América, beside an América. Side-by-side it is easy to note the larger windscreen of the Super, made possible by eliminating the under-screen vent. Below: The modern dashboard fitted to IES many vehicles.



Citroën Argentine SA publicity material for the Ami 8. After the IES take-over the up-market Ami was dropped from the range.





stopped French imports and with feedstock, Citroën were placed in a position where sale of the asset was the only option.

IES: INDUSTRIAS EDUARDO SAL-LARI SA

With the automobile market

not only ex-Citroën employees, but some who had left the country. The plant was examined by the Government and in April 1983 permission was given for production of the IES 3CV to commence. At its heart, it was the same vehicle that Citroën had been making when they closed the

doors. This car was available in on only two colours – Trigoal Yellow and Trafal [which on my dodgy translation might have been light blue. Ed]. The roof and floor cover was black, with black highlighting stripes on the doors and the base of the boot lid. The badging on the boot showed the IES brand and '3CV'. Initial production was just seven cars per day.

Concurrently, work started on a green-field site for a new factory. Situated some 90km from Buenos Aires, near the existing Mercedes Benz plant. The actual site, while level, lacked even the most basic services – such as electricity. Work on the new plant proceeded at a rapid rate and it opened in just 14 months. The area covered was 22,560m<sup>2</sup> and the plant was opened in November 1983 and two new models rolled off the production line – the IES Loads [derived from the AK van] and the IES Safari [which bore a remarkable similarity to the Mehari]. With production running at 28 cars per days, the year ended with the production of the 1,000th IES

3CV.

The IES Cargo showed some significant improvements over the out-going AK Van. While the overall exterior dimensions were unchanged, the load space of the van was increased by the simple expedient of removing the spare wheel from the side of the car to the under-bonnet location used on other A-Series cars and the re-location of the fuel tank to under the load space. The only significant change between the

Mehari and Safari was the relocation of the spare wheel to atop the bonnet.

Within the IES site, some 3,000m<sup>2</sup> was allocated to offices, the technical centre, laboratories and the powerhouse. A further 1,600m<sup>2</sup> was devoted to dining and sanitation spaces. Eduardo Sal-Lari appears to have shared André Citroën's philanthropic views on the treatment of his staff. HE provided a 'working quarter' on a ten hectare prop-

## CITROËN IN ARGENTINA

in Argentina in a very depressed state, Sal-Lari was taking a great risk in this venture. Having taken over the Citroën plant on Zepita St he continued to produce the 3CV. In order to do this, he assembled a team that included



Opposite page: The opening rear window fitted by IES to the Super América and 'anti-theft' device IES developed. The electronic card is about to be slipped into the slot in the dash.

This page, top: The new IES plant, 90km from Buenos Aires.

Below: The IES Gringa in van format.



erty, just 1.5km from the factory. This comprised 150 houses for the benefit of his workforce and built by IES personnel. Once completed, the houses could be rented by workers for just 20% of their salary.

in the wings. At the front there is new plastic grill and turn indicators, while new tail lights are mounted at the rear which incorporate reversing lights. Electronic ignition and other mechanical enhancements improve fuel consumption to a [claimed] 20litres/km. However, the biggest

with this model are more radical than those of the América. A brand new chassis in the form of a double 'Y' had been developed. A new fully independent suspension was introduced with triangular wishbones and transverse leaf springs at the rear. Shock absorbers were now vertically placed and the front discs were outboard mounted. A revised electronic ignition was added and the gear lever moved from the dashboard to the floor. New seating and another new dashboard were added for the Super. By removing the front vent [under the windscreen] a new larger windscreen could be fitted, with significant improvement to forward visibility.

throat carburettor was added and compression increased to 9.1:1. The result was an output of 35bhp at 5,500rpm. The vehicle was designed to be a 4x4, although simple front wheel

In 1985 a cataphoretic dip was added to the paint-shop to further improve the corrosion-resistant nature of the IES cars. Production rose to 35units per day and sales and service outlets spanned the country.

In the same year production of the Safari ceased, but the new 3CV América was launched. The new América was based on the old model but benefited from a new bonnet, square headlights [from the Renault 6] mounted

single improvement has to be new anti-theft device. This electronic card must be inserted into a special slot in the dashboard in order to start the car. New two-speed windscreen wipers and a far more modern dashboard complete the picture. Between 1983 and 1987 10,000 units were built.

In April 1987 work began on a new model – originally named América II, it was to be launched as the IES Super América, in August. The changes introduced

In mid-1988 the first news of a light utility escaped. This was based on the Super América but was equipped with a highly practical stylish body. The Gringa had a load capacity of 500kg and could travel 300km on just 20litres of naphtha [?]. This model's versatility was further enhanced by the availability of both 4x4 and traditional front wheel drive. A closed van version was also offered.

In 1989 yet another new model was prepared for launch: the Gringo. This was development of the Gringa utility but could seat five passengers, had a side-opening rear door. The engine was derived from the old Citroën engine, but had been further developed by Oreste Berta. Capacity grew to 635cc, a twin

## CITROËN IN ARGENTINA

This page: One of the 5 [or 7, depending on the source of the information] IES Gringas built in 1989. Opposite: Three images of the modified front and rear suspension developed by IES and used on the later model they built.





drive versions were envisioned. Unfortunately, only five were built prior to the closure of the company.

Eduardo Sal-Lari saw no reason to limit his horizons to the local market. He had his eyes firmly

the Gringo. Unfortunately, work progressed on further than a full scale mock-up.

Along with other companies the new economic crisis which effect Argentina in the late '80s had its impact on IES. The company's financial burden, combined with the collapse in the market brought

IES to its knees. IES closed its doors in 1989 and it appears the Eduardo Sal-Lari was charged with, and apparently convicted of fraud.

Information and images used in this article has been sourced from a number of internet sites including <http://usuaris.lycos.es/citroen3CV>, [www.citroenet.org.uk](http://www.citroenet.org.uk), <http://citcity.citroen1.info>, [www.auto-historia.com.ar](http://www.auto-historia.com.ar), [www.cocheargentino.com.ar](http://www.cocheargentino.com.ar). Spanish/English translations were via <http://imtranslator.com>. Any errors in interpretation of the translation is mine, rather than the translation software.

Leigh F Miles

## CITROËN IN ARGENTINA

on establishing an export market for his cars. Various models were therefore sent for assessment in Asia, the Middle East and even Europe [the IES Super América 4x4 he sent to Spain still exists].

Without doubt, his most ambitious project was for the development of a car of local design whose parts and assembly could be undertaken across Latin America. To be called the 'Latin American', the vehicle was to be powered by a totally new 825cc motor of 40bhp at 5,300rpm. The calculated maximum speed was 135kph, and was to hold five passengers in a five-door body similar to that which clothed

YEAR	3CV	CARGA	SAFARI	AMERICA	AMERICA CARGA	SUPER AMERICA	S. A. CARGA	GRINGA	GRINGO	TOTAL
1982/3	970	51	3							1,024
1984	2774	631	147							3,552
1985	2,205	407	132							2,744
1986		861	49	2,764	861					4,535
1987		384	14	858	225	1,310	151	4		2,946
1988						1,477	165	4		1,795
1989						331	46	139	7	523
TOTAL	5,949	2,334	345	3,622	1,086	3,118	362	296	7	17,119



## 123ignition Australia

### 'Ignition systems for classic cars'

'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.



**No maintenance EVER again.**

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email [ted@123ignition.com.au](mailto:ted@123ignition.com.au)



# 123ignition.com.au

31/05

TED CROSS – PRESIDENT

Well the Crosses survived the Raid in our trusty 2CV – recently christened 'Henny Penny' and since taken over by Helen as her daily transport. I spent a bit

a club member to help him with yet another 2CV project. The remaining rolling chassis will form the basis of my 2CV AU van project. This is now planned to have some welding done to it in the new year and then I will re-unite it with the chassis – and try and get it running. This

is a seriously long term project though.

The BX 16V is sitting quietly in a corner. Nothing ever goes wrong with it – mainly because, it rarely gets used; although BXs generally have a good reputation and this low mileage example is no exception. This car needs a new owner and I will get it advertised in the new year. If at all interested please give me a call anytime.

The Traction is patiently waiting for some attention before the French Car Festival coming up next April '09 and run to McLaren Vale via the Great Ocean Road to CitIn 2009. It will also be used for the CCOCA Traction 75th Anniversary run later the same year. I am looking for two new 185x400 Michelin Xs for the Big 6 to enjoy the country events more. So my main expenditure will go towards getting the Traction ready for touring.

I did accidentally buy a V6 24V XM on E-bay which I quite like but it has sprung a suspension leak and is slowly bleeding to death at the moment. From my

of time cleaning out the red dust and making all parts work again. The gearbox is a bit more noisy now but the car is still running really quite well considering the work it has done. I need to get the fuel gauge working again after the Raid.

I managed to slip down a step whilst carrying one of the front guards which I was cleaning and spent the next four days in hospital with a back injury. I've noticed that working on Citroëns is a more dangerous pastime the older I get. I am quickly getting back to normal but I suspect my back injury was partly caused by the Raid adventure.

The Dolly will eventually need a front end alignment and possibly re-build of the steering box at some time but these jobs are not critical to our on-going enjoyment of this great little car. It also needs a cut and polish to remove the various scratches along either side from driving on off-road tracks.

More early 2CV work has been undertaken recently as I am selling an early 2CV body to

# Melbourne French Car Festival

Sunday April 5 2009  
Waterfront City Docklands  
10am to 3pm

*Celebrating 90 years of Citroën*

*75 years of the Citroën Traction Avant*

*Enquiries Peter Decker 04 2570 3899, Rob Belcourt 04 1128 8153*

*110 years of Renault*

*60 years of Peugeot 203*

## FLEET FOLLIES



experience I can recommend you never place a low bid on eBay and then go to bed assuming someone will outbid you during the night. This is a bit of a limo really but very pleasant to drive and has every known extra fitted. 200bhp

whom I bought it last year. M Boutha was employed by Citroën as a test driver. I passed his email through my preferred internet translation software. Here is his story.

I recovered this car from Citroën in 1978. It was parked with a hundred other Birotors on

a parking lot in Vélizy. These were cars that had been bought back by Citroën with the intention of their being scrapped. They piled up to three cars high awaiting destruction.

The odometer showed just 33,000km but the car had no papers and the engine had not run for years. I do not know any of the history of the car prior to my acquisition.

The first thing to do was to fit a new motor and exhaust system and undertake a complete review of its mechanical state. In 1979 it was re-registered. That year I also repainted the car; being careful to maintain the original colour scheme. At the same time I fitted the CX-style alloy wheels.

I sold the car to Finn Jorgenson at the ICCCR at Clermont-Ferrand in August, 1995.

I have had little news of the car since I sold it, and it is good to know where it is now. I am sure it is set for many new adventures in its new home such a long way from where it started its life..

Jean Marie Boutha



## FLEET FOLLIES

and luckily a manual 5 speed gearbox so it actually performs quite well and economical [almost].

The Velo Solex 5000 motor has been expertly re-built by Erne Miller and is waiting to be fitted to the frame next year after I pick it up from Germany after the 75th Traction Anniversary meeting in Arras, France. My 1700 Solex has been relegated to a 'slow project' but with daylight savings now in Victoria this will quickly come together as another usable bike in the growing fleet of Solexes at the Crosses.

As you can tell a lot of plans of work to come and not much action; mainly due to me returning home and finding lots to do at work due to the financial meltdown and time lost raiding.

Maybe more creative news next time,

Cheers,  
Ted Cross

LEIGH MILES – EDITOR

I have recently received an email [in French] from a previous owner of my Birotor. It was Jean Marie Boutha who sold the car to Finn Jorgenson, from

Well the exchange rate has really hit us with our dollar lately realising only €0.48, that is a 20% decrease in value which is consistent with what has happened around the world, these price rises will only apply to new stock all old stock will continue to be supplied at the old price.

It would appear these conditions will be with us for some time into the future so you will see all parts prices gradually increase, if memory serves me right the previous lowest mark in the six years I have been doing this was around €0.45 to A\$1.00.

I do get many queries on setting up and repairing Traction and my advice is always read the workshop manual as all of the settings are in there; even if sometimes a bit obscure. Some of the most common are setting engine heights and the rear mounting

on the firewall, this is very important to ensure vibration free performance.

Clutch shudder would be next and the most important item here is to ensure the four big nuts that hold the front end

crossmember onto the horns are really tight, these large nuts are often bigger than the average backyard enthusiast has in his tool kit, so beg, borrow or even pay for someone with the appropriate sized socket to ensure their tightness.

The gearshift lock is another overlooked and confusing adjustment, a properly adjusted lock should make it impossible to change gears until the clutch pedal is depressed somewhere between the end of the free play and the end of the pedal travel when it touches the floor.

## SPARE NEWS

### Victorian Club Permit Update

**In the latest update on the AOMC website it has been announced that the Western Australian authorities now recognise the Victorian Club Permit Scheme!**

This indicates that you will no longer be required to contact the WA authorities to obtain permission to drive your Victorian 'Club Permit' car in that State. More details as they are made available to the Club

Contact Ted Cross if you have any questions. 04 0059 2208

Weight distribution is probably the most complex and probably the most difficult to overcome but only due to the fact that all of the adjusters will be seized. We will re-print in the near future the excellent article written by

lowers the exhaust system to float with the engine [remember the floating wings emblem] and is designed this way to eliminate vibration. Once again we can supply these original mounts, insulators, mufflers and tailpipes.

I am not necessarily trying to drum up business but trying

to make members aware that it is possible to have your Traction running in an excellent condition as it was designed to do.

Think about bonnet lock plates; these prevent your bonnet from sliding along the centre hinge. My first Traction never had these and I had to be careful closing the bonnet to ensure that it was correctly positioned. The small springs that flick the bonnet props into the lock position on opening are also available.

Well that's enough from me for one session. Remember if there is something not quite right on your car, between us all we can get it right and make your car more enjoyable.

Rob Little



## SPARE NEWS

Ian McDermott on how to carry out this procedure using bathroom scales. This was proven to be accurate when we carried out a weigh-in some years ago: Ian's car was perfect using Vic Roads weighing equipment.

Many other small items can make a difference to your car down to using the correct body grommets under the bonnet. Under size grommets here can lead to rattles and vibration.

The exhaust is another source of vibration. As originally supplied there should be a stay from the lower flange on the engine pipe to the clutch housing, then there are only two more mounting points. One on the muffler inlet and one on the tailpipe. This al-

### FOR SALE

#### 1951 15/6 TRACTION

Rare opportunity to acquire a six-cylinder Traction. Previously well known club car – been in storage last 3 years in Daylesford Victoria. Complete car but requires engine rebuild. Interior good original condition. Stainless steel exhaust, very good base for full restoration or rebuild motor and you



### FOR SALE

have a great usable and fun classic. Drive shafts replaced before engine problems, everything else including brakes in good condition. Reluctant sale due to moving and lack of space. \$9,000. Contact: Peter 04 1900 5400 [32/06]

#### LIGHT 15 CROWN WHEEL & PINION



Crown wheel and pinion, suitable for a 1951 Light 15. Second hand in good condition with minor signs of wear. Asking price: \$400.00. Can be inspected in South Yarra, Victoria. Contact Andrew Edgar 04 1851 6808, email: andrew\_edgar3@hotmail.com [32/06]

#### DS SEATING

Two DS headrests, recently recovered in light grey. \$350 for the pair. Also two seats, in black. They require attention are can be had for just \$100 the pair. Contact Michael Jefferies [03] 6381 1404 or MBJefferies@bigpond.com [32/06]

#### 1975 DS 23 PALLAS

1975 Fuel injected, automatic, air con, excellent condition. Full bare-metal



respray & restoration 4 years ago, sadly little use since then. Comes with roadworthy, a multitude of spares including a good motor & auto gearbox. Price \$18,000. Contact Rob Barton [03] 5152 1230 evenings [32/06]

#### 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]

### WANTED

#### DS WORKSHOP MANUAL

Wanted Citroën workshop manual for 1974 D special eg 814 vols 1 and 2. Contact Arthur Ewart [07]4939 7436 email: aewart@optusnet.com.au [32/06]

#### 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]





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AUSTRALIA'S NATIONAL  
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