

FRONT DRIVE



AUSTRALIA'S  NATIONAL  MAGAZINE 
FOR  CITROËN  OWNERS  AND  ENTHUSIASTS

FEBRUARY / MARCH '09  VOL 32  No 7

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

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

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

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

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

COVER IMAGE

The cover image is taken from a postcard showing the camping ground at Sully-sur-Loire, France.

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: Rob Little and Sue Bryant

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, March 6, 2009.

COMMITTEE

PRESIDENT — Edward Cross
[03] 9819 2208 [H]
president@citroenclassic.org.au

SECRETARY — Michael Molesworth
secretary@citroenclassic.org.au

TREASURER — Clare Hadaway
[03] 9598 6888 [H]
treasurer@citroenclassic.org.au

ACTIVITIES COORDINATOR — Vacant
activities@citroenclassic.org.au

SPARE PARTS OFFICER — Rob Little
[03] 5823 1397 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR — Leigh Miles
[03] 9888 7506 [H]
editor@citroenclassic.org.au

COMMITTEE PERSON — Bernie Hadaway
[03] 9598 6888 [H]
meeting@citroenclassic.org.au

SUPPORT

WEB WALLAH — Jeff Pamplin
[03] 9523 0210 [H]
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY — Jeff Pamplin
[03] 9523 0210 [H]
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

CLUB SHOP — Vacant
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

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.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

After the apparent success of the 'Citroën in Argentina' article last edition I decided to follow up with this month with 'Citroën in the USA'. While this story is neither as long, nor as tortuous as the Argentine tale, it does make interesting reading. I hope.

But, large parts of this edition of 'Front Drive' are devoted to various important journeys that are just around the corner.

First, of course is CitIn at McLaren Vale, over the Easter break. Bookings have officially closed, but sometimes even this late additional bookings are accepted – so contact the organisers.

If you hanker to drive to CitIn with Citroëning friends then why not join Helen and Ted Cross for

'Teddies Terrific Tour'? Four days driving some of the country's best roads in a Citroën – what could be more enjoyable?

June of course sees OzTraction. Sue Bryant and I have been hard at work planning this event in the wheatbelt that is Victoria's Wimmera. Yes, have been to Horsham before, but there is not one planned event that is the same as occurred on our last visit. So, read all about all new 'Wheatland Wanderings' on page 12.

Finally, of course there is Brian Wade's 75th Anniversary Tour in October. While this event has been arranged on behalf of CCOCA, it is open to all Traction owners and participation is limited to just 25 cars. You need to book early for this one.

Enjoy,
Leigh F Miles



This latest magazine is issued in time for you to make a decision to attend various events planned over the next few months. The most important event is the CitIn 2009 which is being held this year in McLaren Vale SA by our friends in the Citroën Car Club of South Australia – details can be seen here at; <http://www.cit-in.org/>

If you have delayed booking you need to act promptly to avoid disappointment. Bookings are still available but the preferred accommodation is filling fast. We visited the McLaren Vale Motel recently and it will be perfect for this event.

This year is the 75th Anniversary of the mighty Traction Avant and we have several events planned over the year. Have a look in this issue for more details. One of these is a South Coast Tour [aka Teddie's Terrific Tour, page 21] to McLaren Vale, leaving Melbourne on the 7 April and travelling via the Great Ocean Road and the Limestone Coast to CitIn. You will arrive around 3.00 pm on Friday 10 April just in time to register for CitIn and begin the fun.

There is no extra charge for this event as CCOCA has simply planned the event and booked accommodation and venues with an expectation of up to 10 couples participating. However we do need to get a firm commitment if you wish to attend and you are responsible for booking your own accommodation and letting Helen or me know ASAP. If we get more than 10 we will need to re-visit the book-

ings. This event is open to members of all Citroën clubs in Australia and CCOCA may be able to billet any interstate entrants in Melbourne prior to the event for a day or two.

CCOCA is pleased to run this as an open event for all interested

persons from any of our sister clubs. Just give me a call for more information.

This event will follow the Victorian 'French Car Festival' being held at Docklands on the Sunday, April 5 and all CCOCA members are encouraged to try and attend this event also which is at a great location. There is the opportunity to attend both of these events and then continue on to the Cit-in 2009 in McLaren Vale.

Next event to follow will be our popular Queen's Birthday weekend [OzTraction, see page 12] This year we are venturing back to Horsham Victoria. A great town to visit although last time we attended a Oztraction in Horsham it snowed on the way. Leigh Miles, Sue Bryant and the Green Frog Tours Team are the organisers again and I am certain it will be an event to remember.

Later in the year Brian Wade's 75th Anniversary Tour is a must-do and is filling fast. We have a new registration form enclosed for your convenience. But be quick if you want to do this event which is also open to all-comers from any Citroën club and there are limited spaces available.

Ted Cross – President



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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

● FEBRUARY 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
BRING: Chair for the BBQ
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. Everything for the BBQ is being supplied by the Club. 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

PLEASE NOTE: THIS EVENT HAS BEEN DEFERRED UNTIL SUNDAY MAY 17, WHEN IT WILL ONCE AGAIN BE STAGED AT FLEMINGTON RACECOURSE. FULL DETAILS NEXT MONTH – BUT CCOCA WOULD LOVE TO HAVE A GREAT CLUB PRESENCE THIS YEAR!

NATIONAL STEAMFEST

WHEN: Sunday, 8 March
TIME: 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



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.

A-TRACTIONS



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

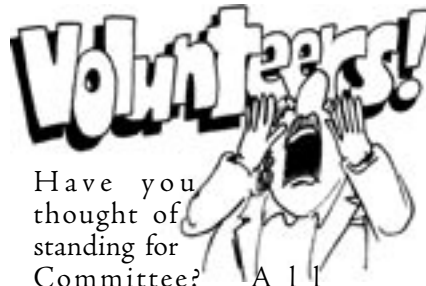
CLUB ANNUAL GENERAL MEETING

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

Yes, it is that time of the year again – the Annual General Meeting is rolling around again.

Every year the Committee exhorts you come along to this important event, and every year we manage to have sufficient members attend to assure us of a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.

VOLUNTEER!



Have you thought of standing for Committee? A l l Committee positions are 'up for grabs'. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7] days prior to the AGM.

On a personal note from the Editor, being on the Committee is not an onerous job – Committee meetings occur once a month [except December] and are typically finished within an hour. Then it is out for a bite to eat and a chance to catch up on the social stuff. The Club can only continue to prosper if the members take up the challenge of making the Club what you want it to be.
VOTE!



Voting for the 2009/2010 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that is in 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

● APRIL FRENCH CAR FESTIVAL

WHEN: Sunday, April 5
TIME: 10:00am to 3:00pm
WHERE: Waterfront City, Docklands
COST: \$5.00per car
BOOKING: Essential by 27 March

INFO: See page 38 or <http://www.frenchcarfestivalvic.org.au/>
CONTACT: Ted Cross, 04 0059 2208 president@citroenclassic.org.au

As Citroënists we all know that 2009 is the 75th Anniversary of the Traction Avant, but the year also represents Citroën's 90th Birthday and Renault's 100th. Additionally, 60years ago the Peugeot 203 was launched. Can there be a better year in which to celebrate French motoring? 2009 also sees a significant change in the idea behind the French Car Festival – with a new venue on the waterfront at Docklands. The change of venue means that, for the first time, booking to attend. Post your booking form [which you will find with this magazine] to FCF, PO Box 52, Balwyn, 3103. Vic or email the required information to president@citroenclassic.org.au. Payment will be collected on entry.

T E D D I E ' S TERRIFIC TOUR

WHEN: Tuesday, April 7 to Friday, April 10
FROM: Shell Garage, Westgate Freeway [outbound]
TO: McLaren Vale Motel, McLaren Vale
COST: \$345per couple
BRING: See detail, page 20
BOOKING: Essential
CONTACT: Ted and Helen Cross, [03] 9819 2208 or 04 1935 6963 or

president@citroenclassic.org.au

Going to CitIn? Want to get in the Citroëning mood even before you arrive? Have you thought about joining some fellow Citroënists to enjoy some of the best scenery

A-TRACTIONS

and company that can found between Melbourne and McLaren Vale?

Our intrepid explorers Ted and Helen [Henny Penny] Cross have mapped out and planned a fantastic journey to ensure you arrive at Cit-In suitably primed.

CIT-IN '09



MCLAREN VALE, SA

WHEN: Friday, April 10 to Monday April 13

TIME: All day, every day

WHERE: McLaren Vale Motel and Apartments, McLaren Vale, SA

COST: Adults \$175, under 12 \$100, under 5 free

BOOKING: Officially closed on January 31

CONTACT: Liz Pike [08] 8293 1800 or hendojc@adam.com.au

Victorian 'Club Permit' vehicles travelling outside these dates [unless participating in 'Teddie's Terrific Tour' or another AOMC-affiliated Club Event] REQUIRE A SPECIAL PERMIT. I have been talking with Liz Pike about the plans for the 41st CitIn, in McLaren Vale and the activities the South Australians have planned go well beyond what is listed on page 11 of this magazine. It looks as though it is going to be one the very best CitIn events ever. Still not booked? Give Liz a call; there may still be space available.



COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 April

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 - CLEANSKIN WINES

WHEN: Wednesday, 22 April

TIME: 7:00pm

WHERE: To be advised

COST: Cheap Eats

BOOKING: Not required

CONTACT: Leigh F Miles 04 3901 9117

editor@citroenclassic.org.au

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 pub-

lished shortly.

REGISTRA-

TION

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 CLOSED 31 JANUARY, 2009



* Securing accommodation is your responsibility

You haven't heard from us for a while but we at Green Frog Tours have not forgotten you or our promise to organise the next OzTraction. Since our last report Green Frog Tours have spent much time and

cano in the local national park!

We were all ready to publish our plans when Leigh and Sue told us that the venue needs to be within 500km of Melbourne [by car]. So the plans for OzTraction in Lido Noto, Sicily have been shelved until Leigh and Sue come to their senses and recognise what a great event it would be!

So inspired by the Sicilian countryside we have gone back to the drawing board and come up with an alternative that Leigh and Sue deemed more practical for a weekend and we are confident that you will have just as much fun here as would be had in Lido Noto, but at a more affordable price, and you can bring your car!

Our destination this year is Horsham, gateway to the Wimmera. Now at first this may not seem much like Sicily but they do have many things in common,

the climate is remarkably similar [at least in summer], the really friendly helpful locals and historic places to tour.

For those who arrive early enough on Friday night we will be meeting for dinner at the Victoria Park Hotel, please note that this meal will not be included in your rally fee. On Saturday morning there will be a show and shine display in Horsham. After lunch the observation run will take you on a tour to explore some towns you may never have had the chance to see. For those of you who are not competitive you don't have to answer the questions and we promise you will not get lost, but think of the prizes you could miss! Dinner on Saturday night will be in a private room at the local RSL, which is only a short walk from our recommended accommodation.

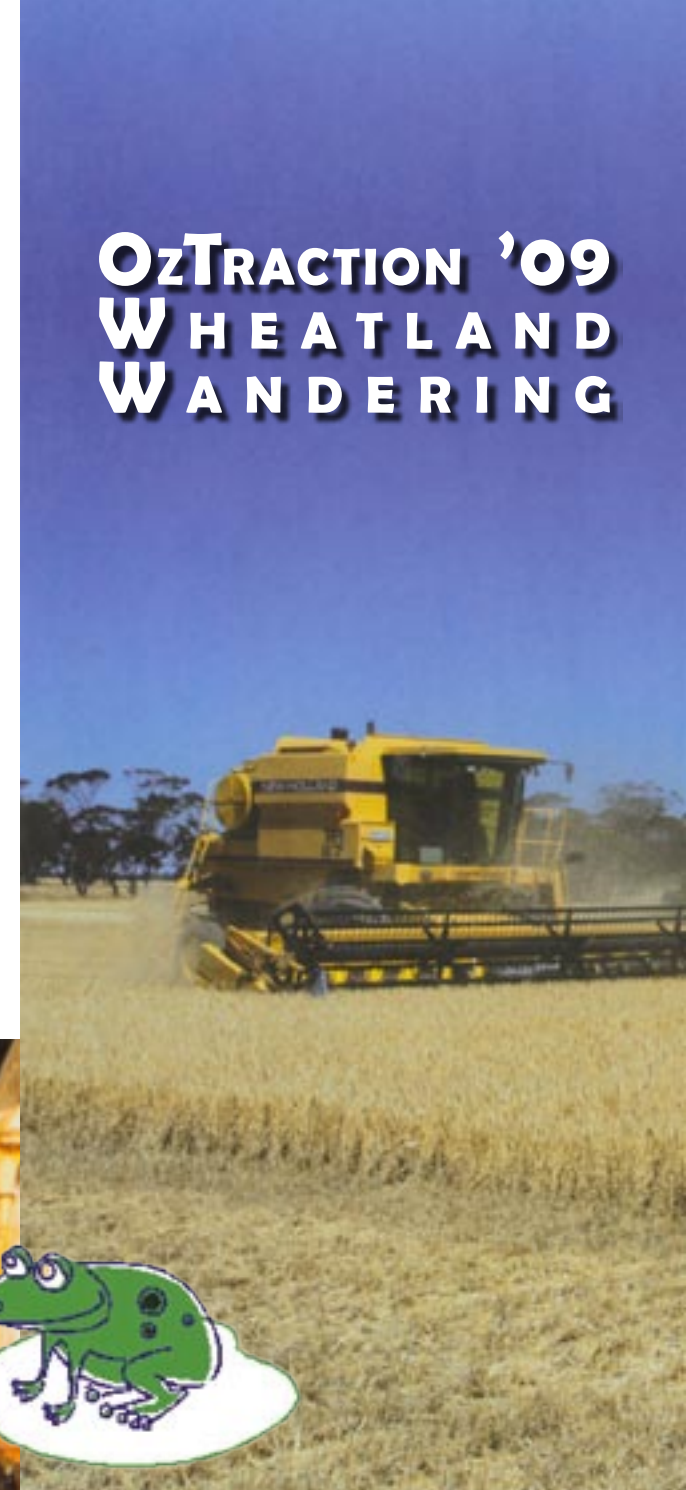
On Sunday morning we are driving out through Warracknabeal to Rainbow to see the town and its murals [we know Rainbow

energy working out where to hold the next OzTraction. Finally we came up with a destination that Bluey, Flippy, Toby and I all agreed was perfect. We found a beachside location, with wonderful fresh local produce available at the fabulous local restaurants. There is great accommodation, with friendly hosts who could not do enough to help, including serving an al fresco breakfast with more than you could eat. On offer was fantastic sight seeing in local towns including ancient ruins, Baroque buildings with all the fine decoration you would expect and the highlight a working vol-

Below: The main street of Rainbow – not just famous for rainbows. One of the many tractors that will be on display at the Wimmera Mallee Pioneer Museum

OzTRACTION '09

OzTRACTION '09 WHEATLAND WANDERING



isn't famous for rainbows don't we Leigh? Yes, Yellowy, but Bega is famous for Bega.].

Lunch will be at the Rainbow Hotel. After lunch we will visit the Wimmera Mallee Pioneer Museum who are hosting the

will be served and we will be forced to farewell you for another year.

The recommended accommodation for this event is at the May Park Motor Lodge which has well appointed rooms and

is a short walk from the venues for the evening meals. The facilities here include only ground

floor units with Queen sized beds in all rooms. The rooms are well equipped with remote control TV, toaster, hair dryer, ironing board and iron, heating and cooling. There is also a heated pool and spa, so don't forget to pack your bathers so you can relax at the end of the busy day.

So what do you need to do to book? Firstly mark it in your diary and make sure you don't double book the weekend. Secondly complete and return the form that is included with this issue of Front Drive. Oh, Leigh just reminded me that you need

to send money as well.

We do hope you will join us in Horsham for OzTraction this June.

Yellowy Bear,
on behalf of GFT



WHAT'S DOING?

Note: items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

✂ Friday, June 5

✦ *Dinner with Leigh and Sue at the Victoria Park Hotel in the bistro, from 7:00pm*

✂ Saturday, June 6

✦ 'Show & Shine' in central Horsham. Bring your cars to the centre of town and show the locals what 'real' motoring is all about. A chance to lift the bonnets and chat about engines. Others may prefer to window shop, or just grab a coffee.

✦ *Lunch in town – Green Frog Tours suggests Café Jaz or Paraphernalia as two of the*

many options.

✦ Observation Run. Yes, the Iain Mackerras Memorial Trophy is once again 'up for grabs'. The observation run will take you through some of the most interesting wheat towns of the Wimmera – so, even if you do not feel competitive we strongly recommend you join us for the drive.

✦ Dinner is in a private room at the Horsham RSL Club. A two course dinner will be presented. *[Desserts and refreshments to your account].*

✂ Sunday, June 7

✦ Yurunga Homestead, Rainbow. Built in 1909 for a local wealthy retailer. WE will have a private guided tour of the home and grounds.

✦ Take a walking tour of famous Rainbow Murals, depicting local history
✦ A light lunch will be served

Left to right:
The historic centre of Warracknabeal.

The Chaffey Homestead at the Wimmera Mallee Pioneer Museum.

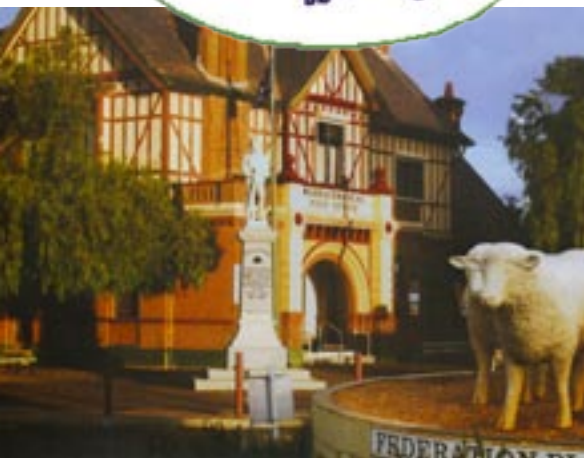
Yurunga Homestead at Rainbow.

The May Park Motel – Green Frog Tours suggested accommodation.

OzTRACTION '09

second annual Vintage Rally on Queen's Birthday weekend with a display including tractors and engines, working displays, a blacksmith, draught horsed and car club displays. Our special formal three course dinner will be in a function room at the Horsham Sports and Community Club. Dress to impress for this event [I am hoping to have a new outfit made just for this event]. On

Monday morning a full cooked breakfast



at The Rainbow Hotel [*Refreshments to your account*]
 • The Wimmera Mallee Pioneer Museum is hosting its 2nd Vintage Rally, featuring tractors, engines,

your account. You may care to arrive early for a pre-dinner drink in the lounge bar and maybe have a flutter on the pokies.

☞ Sunday, June 7

• Farewell breakfast. We return to the Horsham Sports and Social Club for a cooked

breakfast before it is time to depart for home.

You will find a booking form for this great event with this edition of 'Front Drive', simply complete it and send it with you cheque or credit card details to:

OzTraction
 C/o Spotswood Holdings
 PO Box 459
 Yarra Glen, Vic 3775.

Bookings must close on Friday 22 May.

Remember, accommodation at the May Park Motor Lodge is being held for us until the end of April. Contact them on [03] 5382 4477, or visit their web site www.mayparkmotorlodge.com.au

working displays, including the blacksmith, draught horses and displays by local car clubs. The museum holds Australia's largest range of agricultural machinery from the 1890s to 1940 and a pioneer town with original buildings including a hall, church, chemist, school, jail and family homesteads. *Refreshments are available – so you might care to grab a coffee or tea and maybe a home made cake.*

• Sunday's 'formal' dinner is being held at the Horsham Sports and Community Club. Dress to impress. *Refreshments from the bar, to*

OzTRACTION '09

75 YEARS OF TRACTIONING

75th 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 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 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 Tour travelling southwest to the once thriving railway town of Peterborough

On the way south the we will

pass through the almost ghost town of Terowie and the historic copper mining town of Burra.

A special day is planned for day 7 when the Traction will be on display at the National Motor Museum at Birdwood.

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.

☞ Day 2: Saturday October 3 – Kerang to Balranald

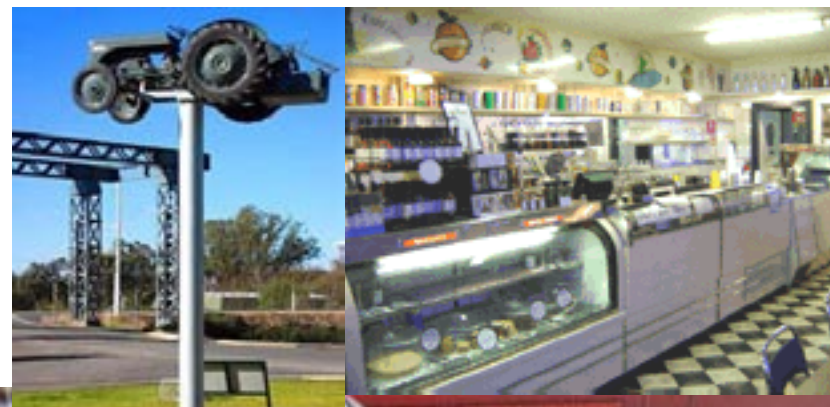
Breakfast will be with mem-



Melbourne French Car Festival

Sunday April 5 2009

Waterfront City Docklands, 10am to 3pm



Left: The 'Fergie' memorial at Balranald.

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

bers of the Kerang and District Vintage Car Club. We will be departing Kerang approx 11:00am to our next overnight stop, which is Balranald.

✂ Day 3: Sunday October 4

75 YEARS OF TRACTIONING

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

– Balranald to Wentworth.
✂ Day 4: Monday October 5 – Wentworth to Broken Hill.

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.

✂ Day 6: Wednesday October 7 – Peterborough to Tanunda. We will travel via Terowie and Burra.

✂ Day 7: Thursday October 8 – Tanunda to Mannum. We travel via the National Motor Museum at Birdwood, where our cars will be displayed

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 proved by the 'F I' Café, which is located in the museum grounds. Later in the after-

noon we will make our way to our accommodation

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

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

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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

[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.

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



Welcome to CCOCA's pre-CitIn 2009 tour of The Great Ocean Road – also known as 'Teddies Terrific Tour'.

Over these four days you could be driving on one of the world's most scenic roads, seeing surf beaches and coastal towns including Geelong, Anglesea, Lorne, Apollo Bay, Port Campbell, Port Fairy, Warrnambool, and Portland.

Sightseeing will include The Twelve Apostles, Loch Ard Gorge, London Bridge, Umpherston Sinkhole sunken garden and the Blue Lake at Mount Gambier, limestone caves, The Big Lobster at Kingston and lots more!

✂ Day One: Tuesday, April 7

We assemble at the Shell Service Station, Westgate Bridge, and then drive to Geelong, where we will have our morning tea stop.

An hour's drive brings us to Lorne, an ideal place for lunch where we can enjoy a picnic, or there are several local cafes if you wish to purchase your lunch. We will have time to walk around the township and

see some of the local sights. Another hour's drive brings us to our destination for this evening, Skenes Creek Lodge, 61 Great Ocean Road, Skenes Creek. Phone [03] 5237 6918 – ask for Doris or Andrew

We have secured motel rooms for the group – price for two course dinner, bed, and cooked breakfast is \$145 per couple.

As we will be located 6km east of Apollo Bay, a visit to this coastal town might be just what you are looking for

TEDDIE'S TERRIFIC TOUR



CITROËN PUBLICITY



to finish off your afternoon.
✂ Day Two: Wednesday,
April 8

Depart Skenes Creek, drive to
The Twelve Apostles for our
morning tea stop, and you will
be able to walk the boardwalks

TEDDIE'S TERRIFIC TOUR

and see [what used to be] Lon-
don Bridge, Loch Ard Gorge,
and the Bay of Islands.

Lunch stop is at the historic
seaside village of Port Fairy
on the banks of the Moyne
River – lots to see and do.



Another hour or so of lei-
surely driving and we arrive
at Portland – accommodation
has been booked at William
Dutton Motel, 141 Percy
Street, Portland. Phone [03]
5523 4222

Price is \$100 per
couple with din-
ner at the RSL
Club, to your ac-

count.

✂ Day 3: Thursday, April 9

Leaving Portland, we venture
west to picturesque Nelson,
situated on the Glenelg River
– an ideal morning tea loca-
tion. From here we cross the
border into South Australia,
and then drive into Mount
Gambier for lunch – there is
lots to see and do – we will vis-
it Umpherston Sinkhole. This
now a beautiful garden, then
out to The Blue Lake, an ex-
tinct volcanic crater with crys-
tal clear water. And a possible
visit to Limestone caves.

We head north to Millicent,
a n d then to Beach-

port with its rustic jetty, [one
of the longest in Australia],
and our overnight stay is
at Robe, an historic seaside
resort at the southern end of
Guichen Bay.

Accommodation has been
secured at Robe Haven Motel,
Corner of Hagen and Smillie
Streets, Robe. Phone [08]
8768 2588.

Price is \$100 per couple.
Dinner [to your account] is
planned at Sails on Robe – a
great restaurant – seafood for
the lovers of all things from
the ocean, plenty of other
choices for those not so keen.

✂ Day 4: Friday, April 10

The touring group will head
north, re-joining the Princes
Highway. We will make a brief
stop to see the Big Lobster at
Kingston, and enjoy morning
tea at Meningie.

We then cross the river by
ferry at Wellington, and are
suggesting a picnic lunch at
Strathalbyn in the gardens by
the banks of the Angas
Riv-

er, followed by a scenic drive
across the hills, through the
rural villages of Paris Creek
and Meadows, and we should
arrive into McLaren Vale
about 3pm, just in time for
CitIn Registration, and then
the first official CitIn event
– dinner.

We hope to see Citroën en-
thusiasts from all states join us
for this interesting and exciting 'South
Coast to Cit-in Tour' [aka 'Ted-
die's Terrific Tour'] trip – please
contact Ted and Helen Cross to
register to join us, telephone [03]
9819 2208 or 04 1935 6963 or
email president@citroenclassic.org.au.

Then please book your motel
accommodation directly, [and as
soon as possible] making sure
that you tell each motel that you
are with the Citroën group and
mention our names when you
ring.

Please confirm with us when
you have booked your accom-
modation.

Ted and Helen Cross



During the nineteen twenties and thirties, André Citroën thought of selling his products on the other side of the Atlantic and a few rare advertisements appeared in the press. In 1931 he even considered

At the beginning of the nineteen fifties, the Citroën Export Department was divided into Export Europe under the control of M. Hospital and Louis Garbes and la Grande Exportation under the control of Michel Koundadzé with assistance from Claude Alain Sarre, André Noël and

sitting on an anonymous quayside and look at how Citroën's economic activities started in the USA.

In an era when the delivery of cars was fitful, numerous expatriate French people living in North America returned to France for their holidays. The car in France was a luxury object, difficult to obtain whereas in the States, the car was already a consumer product which was readily available. For them and eventually for all American tourists, Michelin, Citroën's owners created a company called Citroën Car Corporation, a subsidiary of the American company Technical Research which was run by Arthur Lowenstein and Jean Ostheimer [the latter being the person whose claim led to André Citroën's business being put into liquidation in 1934]. The role of the Citroën Car Corporation was to sell cars to American tourists in France.

After receipt of the customer's

order [which, all importantly featured a guarantee of re-purchase by Citroën], the car, fitted with its famous TT plates [temporary export plates] would be delivered to the customer when he set foot on French soil. The car would be bought back at the end of his stay. The reason for this was that most production had to be for export and there was such a shortage of new cars that secondhand ones changed hands for more than the list price of an unobtainable new one. Such a wonderful paradox must be the dream of every modern motor manufacturer! Shortly before the launch of the DS, in 1955, a brochure, [ref. AC 5133] prominently featuring the Eiffel Tower was launched.

The arrival of Charles Buchet

The Citroën Car Corporation was to be the launchpad for Citroën's operations in the USA. The man given the task was Charles Buchet, who had joined

Images from Citroën in US advertising lease/buy schemes for holiday makers in Europe in 1963.

CITROËN IN THE USA

building an enormous factory. In 1938, the Challenger Motor Co of Los Angeles CA offered the 11CV Légère for \$895, importing the cars from Europe. Others did the same – Campbell Motors of South Pasadena CA who also published proper catalogues inspired by those produced in Slough.

Shortly after the War, a few rare Tractions were to be seen in the USA, most having been imported by GIs who having liberated France, fell in love with these cars. But the official importation really only began with the DS.

Alfred Lucas.

One of their inspectors, Michel Paradis was sent to the West Coast of the USA. There he brought the idea of importing some thirty or so Tractions despite the total lack of any service infrastructure. Only two or three were in fact sold and M. Paradis used the services of an expatriate Belgian garage owner, Albert Bonfond who became the boss of the Citroën after sales department for the West Coast, the business being situated in Los Angeles. The remainder disappeared.

But let us leave the Tractions



Citroën in 1952 in Commerce but who quickly moved into the Export department. He left for the USA in March 1954.

His first task was to locate the missing Traction and with the assistance of Armand Gar-

Charles Buchet set about reviving the Citroën Car Corporation by making the sale and buy back system better and more attractive. Indeed the financial system he created is that of lease and buy back still practised by the

likes of Europcar and Hertz. The monies earned allowed the financ-

nier, he found each and every one although some were in a piteous state. Some were still under Customs' control, having been abandoned at the port since the cost of storage soon reduced the value of the cars to zero.

ing of the infra structure that would become Citroën USA who would import cars into the USA. The DS would be the product.

Charles Buchet set off for New York at the wheel of a 15 Six – one of those reclaimed from

the docks. He also performed this drive in a 2 CV which he had had sent over from France and he often swore that he would have had more success with this car than with the DS! His boss suggested that the car's plain grey paint be replaced with something more to American tastes – a shrimp pink! Buchet's compromise was a light green paintwork – a particularly popular colour amongst Detroit's products that year. This car was used in monochrome pictures in the Company's product brochure "The sensational multi-purpose car"...

Citroën Cars Corporation

Setting up Citroën Cars Corporation in the United States proved to be very difficult as they started with nothing.

However an east coast headquarters was established in New York and then the west coast headquarters in Los Angeles.

The complete infrastructure of these headquarters had to be created, a sales department, a repair and parts department, personnel had to be hired and trained, not on just any car but the DS-19.

There were no repair or parts manuals in the beginning, in any language – never mind English!

These pictures are from the 1966 US brochure for the DS Estate.



A dealer network also needed to be created and trained for this vast country.

Buchet started with an office on 5th Avenue in New York City, this was in the same building where Air France had their of-

showroom at 300 Park Avenue and a totally inadequate workshop located in Long Island. Not only were these repair facilities too small but the parking situation was non-existent. The technical man in charge on the east coast

was Michel Rappellini who was under the direction of Charles

Buchet.

In the west the situation was the opposite, they ended up with a nice premises on Wilshire Boulevard in upscale Beverly Hills in Los Angeles. The offices, showroom, repair and parts facilities were all in one location. The commercial director for the western division was Armand Garnier and the engineer was Claude Braux. Albert Bonfond

fices. Both headquarters had their share of problems but the east coast was at a major disadvantage due to their premises.

Once the DS had officially been announced in Paris it meant that the New York headquarters would have to expand, not only did they need a showroom but a workshop would also be an immediate necessity.

They ended up with a nice

CITROËN IN THE USA



Right: International Grand Prix driving star, Jack Brabham and Donald Dellinger [Citroën Agent] for central Pennsylvania, examines Citroën technical data before demonstrating the new high performance Citroën DS 21 on the Watkins Glen Grand Prix Race Circuit.

Below: DS brochure for the 1955 range and details of the changes made to both front and rear lighting of the Ami 6 and the DS to meet US Federal rules square, turning or self-leveling headlights

was hired as service manager in 1956, an expatriate Belgian who had owned an independent Citroën repair shop in Brussels prior to emigrating to America. Braux drove the first DS-19, chassis # 129, to arrive in New

York. He drove to Chicago in sub zero temperatures in January of 1956 along with Luigi Chinetti the Ferrari importer for the US and three times winner of the 24 heure du Mans. The first DS was to be exhibited at the 48th Chicago Auto Show.

York. He drove to Chicago in sub zero temperatures in January of 1956 along with Luigi Chinetti the Ferrari importer for the US and three times winner of the 24 heure du Mans. The first DS was to be exhibited at the 48th Chicago Auto Show.

In the beginning both the east and the western headquarters had issues to deal with, as did the rest of the world where the vehicle was marketed. One needs to remem-

ber that this was a brand new vehicle with technical advances well ahead of its time. Of course this would bring plenty of new problems as the DS went through its growing pains. In regards to the North American continent, not only being vast in size but also very different in climate, the eastern portion of the US dealt with severe winter conditions, which affected the D-series vehicles technically and structurally while the west was dealing with dashboards warping in the mid-day sun! Although the east and west had different issues to deal with, the situation was the same, they both still had to create a dealer network and be able to support that network.

US market D series cars

underwent a number of modifications – mainly to the lighting with sealed beam headlamps and different turn indicators and tail lamps. The ID Station Wagon below has a Citroën badge on the bonnet – similar in style but not location to Slough built cars. Indicators were mounted below the bumper in the valance and an orange reflector was fitted to the rear of the decorative cover that replaced the European indicators.

There were only a handful of people within the Citroën Cars

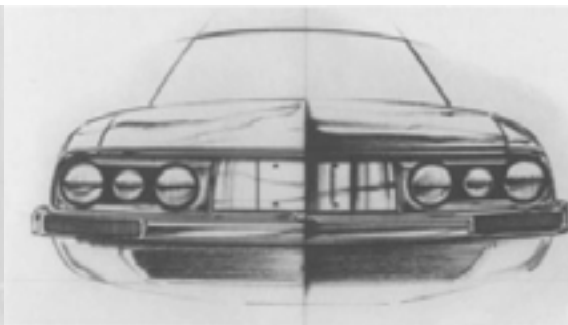
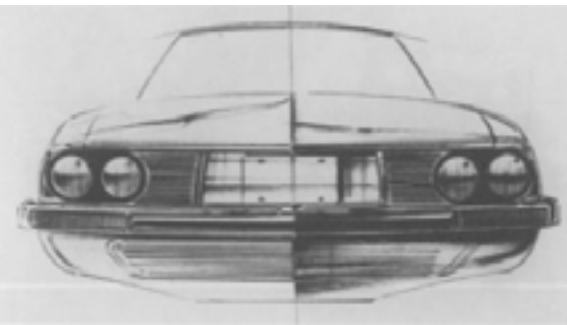
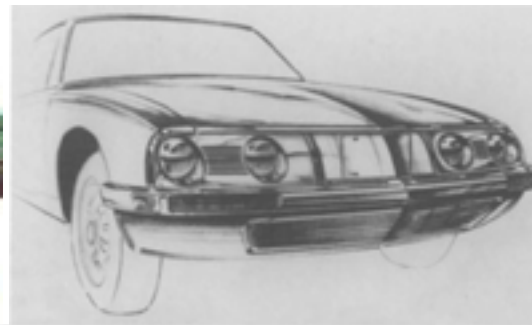
Corporation network that even had a slight inclination of how this new DS operated. Luckily some assistance was on the way – Paris sent four young gentlemen who had been working with the DS at the Quai de Javel, Paul Baert and Jacques Berteau went to New York and Claude Guyot and Hubert Villedanné went to Los Angeles to spend six months in the US to get things rolling. Once things did get going both headquarters did establish a technical support team to train and assist new dealers. To get new dealers

Below: A number of different design proposals were considered for the US market SM's lights. As was the case with the D series, headlamps that turned with the steering were prohibited as were self-levelling lights.

It is also likely that Federal regulations did not permit the fitting of more than four headlights. Additionally, the glass nacelle covering the lamps was a non-starter

Bottom: Pages from the US SM brochure.

CITROËN IN THE USA



was always a challenge, you had those who signed up for a year or two then dropped Citroën for a more lucrative and less challenging make and those who stayed on till the bitter end.

Citroën Cars Corporation's

CITROËN IN THE USA

attempt at securing a portion of the US market was not without pain, but through the years they did manage to secure a loyal clientele and had one of the better reputations for after sales and service and handling of warranty problems amongst French

products sold in the US. Unfortunately this was not enough to stop the demise of the make on the North American continent.

Besides the DS and the ID, Citroën also introduced the 2CV, the AMI-6, and handled the Panhard. In the late sixties they introduced the Mehari, all with

limited success. It wasn't until the SM was introduced that Citroën was really noticed. Although just over 2000 units were sold in its short lived US presence, this vehicle also brought its share of problems; not only technical but there was also an ill feeling amongst the dealerships as not all were chosen to sell the SM. This included some of the old dealers that had stuck it out through thick and thin over those high profile dealers with fancy premises that took on the Citroën SM but dropped them just as fast!

A number of different design proposals were considered for the US market SM's lights.

As was the case with the D series, headlamps that turned with the steering were prohibited as were self-levelling lights.

It is also likely that Federal regulations did not permit the fitting of more than four head-lights.

Additionally, the glass nacelle covering the lamps was a non-starter.

Ami 6 – For You Madam!

Marketing was directed at women in the USA and it was proposed as a second car... US Market Ami 6s were fitted with four round, sealed beam headlights since Federal regulations prohibited the fitting of the rectangular lights fitted in other markets.

Beneath the twin lights, round indicator [turn] lights were fitted and these were protected from parking nudges by full width over-riders specific to the American market.

At the rear, four round red lights [tail, brake and turn] were fitted, together with heavy duty

nudge bars.

A different boot [trunk] lock was fitted. European models featured the number plate light within the lock housing but on US models, vertical licence plate lights were fitted.

A very few Ami 6 Wagons were exported to the USA.

Unfortunately the beginning of the end was already around the corner, a combination of the oil crisis and Citroën's own financial problems led to the demise of the SM and by 1973 there were no new D-models for sale. The staff of Citroën Cars Corporation persevered at trying to get the new CX into the US market, and there was some hope but this hope soon faded in late October of 1977 when René France, President – Citroën Cars Corporation, was summoned to Paris and told to close all North American operations.

Small numbers of Méharis were sold in the USA as the Dyane 6 Méhari – again fitted with sealed beam headlights



CITROËN SM

TOTAL SALES – 1970 TO 1976		ANNUAL SALES – 1970 TO 1976	
2CV	267	1970	1,506
Ami	154	1971	1,998
Dyane	473	1972	2,400
GS	359	1973	969
DS	3,873	1974	221
CX	26	1975	94
SM	2,037	1976	1
TOTAL	7,189	TOTAL	7,189



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europe!



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Ami-6 Wagon:
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Mobile: 0400 59 2208

email ted@123ignition.com.au

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The lists above come from Citroën in France but do not tie up with the information provided by American Citroën enthusiasts who state:

2CVs, Ami 6s and Dyanes were not sold in the US after

The D-series was not sold after model year 1972.

The GS and CX were never sold in the US by Citroën, though a few GSs were imported for testing purposes, not for sale.

A few GSs were sold in Canada while some GSs and several hundred CXs were sold in the

USA by businesses and individuals other than Citroën Cars Corporation.

CXA continued to sell Citroëns in the USA after Citroën closed down its operations.

Over the last thirty years,

model year 1967.

Ami 8s were never sold in the USA.

The Dyane 6 Méhari was sold in the US in model years 1969 and 1970. Interestingly, the figures above list the Dyane but not the Dyane 6 Méhari.

If you've ever wanted to stop in a Ferrari, see a Citroen dealer. He'll show you what it's like.

Prior page: Advertisement taken from the April 1965 National Geographic-the Trailways advertisement nicely contextualises it. Right: A press advertisement for the DS in the United States.



Now you have all tidied up your Tractions after the advice in the last journal your car should be free from vibrations and clutch shudder, I have had some phone calls from members so it appears that we may be achieving at least an awareness that these conditions can be corrected.

Our dollar has recovered a little but only slightly, it has lifted by a couple of points to 0.51 euro to our dollar, while this is not much of a gain it is better than nothing. These prices look to be with us for some time so I believe we will need to get used to it.

Parts are still flowing to members and this year looks to be at least similar if not greater than past years so there is a lot of action out there, even far flung members such as David Morell from Broome and Tony Sage from Darwin have received parts from us during the year, Tony's Big 6 is coming together and should be a regular participant on the Darwin scene when completed.

The next problem to be discussed is the weight distribution. Symptoms of poor weight distribution are, one wheel spinning on take off, harder to turn in one direction to the other and vehicle not sitting level laterally, although as the manual says, 'weight distribution takes precedence over ride height'. This means that the height may vary a little from side to side

but it is preferable to have the weight distribution correct. This is really the most crucial adjustment relating to good handling.

Most cars that we have tested have been close to correct but some have been way off the mark.

This setting can be upset when fitting new silentblocs, torsion bars or removing and refitting the front cradle. As most owners do not know what work has been carried out to their cars over the last 50 years or so it is worth checking. If you can find a friendly weighbridge operator [and these can be found at most metal recyclers] you can rest one wheel at a time on the end of the weighbridge. When I was working at Ardmona Fruits the bridge operator there told me that the weight would be registered correctly at any point on the bridge. I checked this out myself by standing in the centre and at each end; my weight was still the same. Hopefully this article will either be in this magazine or the next. Well that should give you enough to think about for a while so keep on trying to improve those cars.

Rob Little



PS: The article Rob refers to was originally published in 'Front Drive', volume 26, #5. Unfortunately, this edition is not in my collection. So, I will find a copy, and print this next issue. LFM

CITROËN IN THE USA

SPARE NEWS

The annual French Car festival, Victoria is being held at Docklands this year and it will be a wonderful year to show off our

volunteers for Marshalling duties so please give Ted Cross a call on 04 0059 2208 if you feel you can assist us showcase our cars at this important event. All enquiries also to Ted Cross.

Pre booking is essential to

FRENCH CAR FESTIVAL

Citroëns. Due to space constraints CCCV and CCOCA members have been allocated up to twenty five reserved sites each although there will be some further adjoining places available for late-comers.

So for this year only you will need to reserve your site in advance with either CCCV via the FCF website [www.frenchcarfestivalvic.org.au] or CCOCA directly on the prepared registration form.

This event will be just before the CCOCA pre Cit-in Tour to McLaren Vale and the opportunity exists for all Australian Citroën club members to join both events on the way to SA.

We will need some club

obtain a reserved central position

Booking forms available from CCCV ,CCOCA ,FCF website

\$5-00 per vehicle entry fee [payable on the day]

Deadline for bookings 27 March 2009

Access and Marshalling details to be provided later

Entry to begin 9:15 AM sharp and be completed by 10:00AM

Vehicles can only exit from 3:00 PM

'Drip-protection' a condition of entry and owner's responsibility

Please confirm when you have pre-booked also to Ted Cross

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

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Enquiries Peter Dekker 04 2570 3899, Rob Belcourt 04 1128 8153



FOR SALE

1974 DYANE

Reluctant sale, car is fully registered until 25.5.09 & housed in Brisbane. Reg. 571KBC, Chassis No. CB7CB0499. Owners Manual, 123 ignition, 2 new tyres 59,700km. Price not negotiable. \$6500.00. Intended to make it a Raid car but have bought a DS. Opted for the soft option. Contact Bruce Stringer. 04 1234 2706 or [03] 5250 2727 [32/07]



LIGHT 15 CROWN WHEEL & PINION

Crown wheel and pinion, suitable for a 1951 Light 15. Second hand in good



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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

FOR SALE

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]

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 Willet 04 2721 5033. Geelong Vic. [32/02]

TRACTION DELIGHTS

Marchal headlamp lenses and surrounds in excellent condition
Traction workshop manual in excellent condition
Big 6 workshop manual in excellent condition. Ring Rob Little on [03] 5823 1397 [32/01]

WANTED

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

WANTED

[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]

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]

CX & GS ACCESSORIES

CX rear external black louvre. GS rear external black louvre. 1975 DS Safari rear dickie seats. Contact: Serge Doumergue [Mackay, Qld.] 04 1799 7937 or [08] 9173 4312 [32/01]

TIMBER DASH ET AL

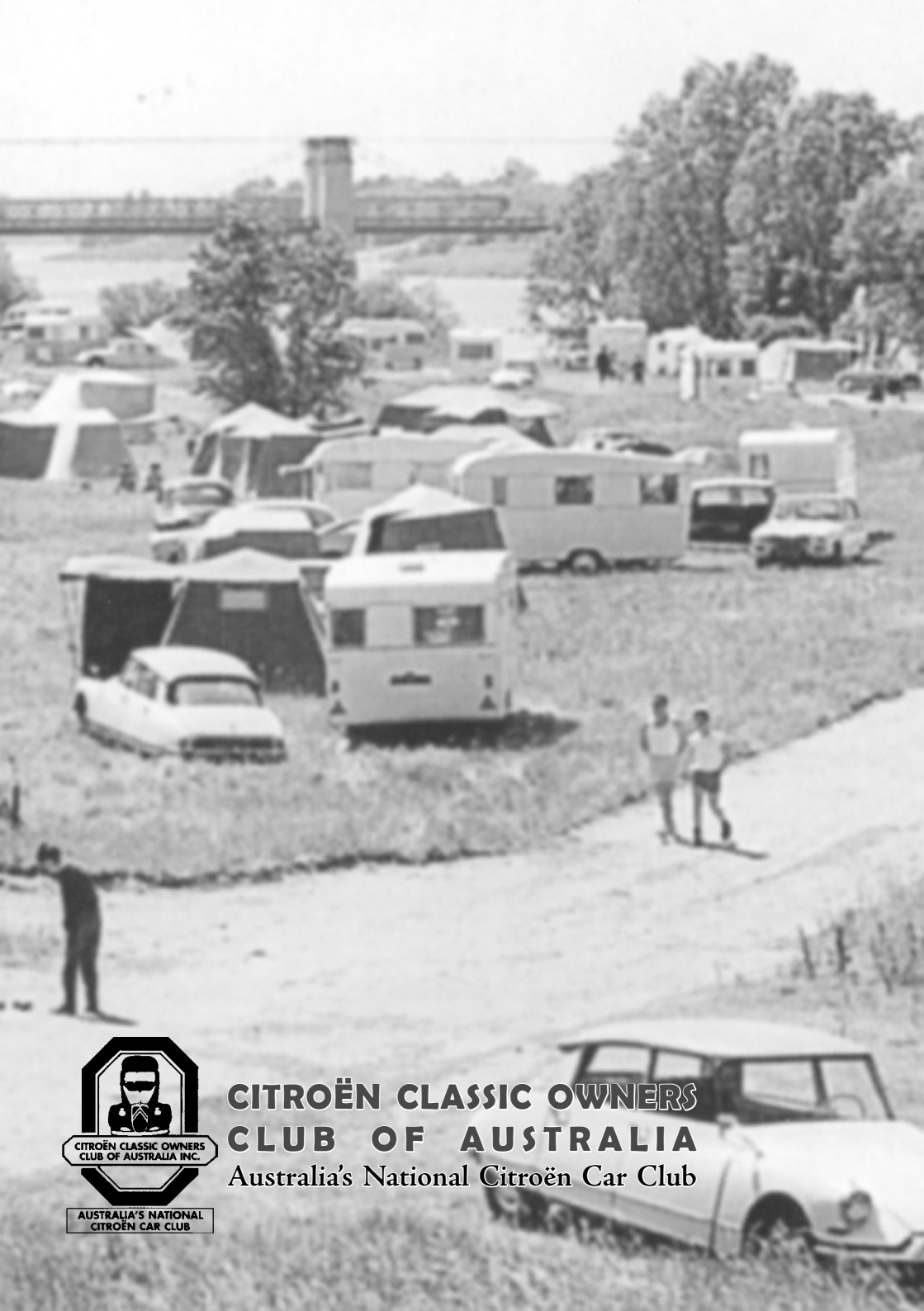
Wanted for a 1951 Big 6 a timber dash [square instruments], 4x185x400 wheel rims. Metal windscreen trim [inside]. Contact Bob Shackley on [02] 6251 6134 or email kyzyl@bigpond.com

2CV LOCKS & DOORS.

Door locks for early 2CV front doors [suicide variety], both sides with handles. If attached to usable doors, this would be a plus. Roger Brundle [03] 5472 3130 [31/06]

TRACTION PARTS

Set of 185x400 wheels for 1951 big 6. Set of 185x400 wheels for 1954 big 6. Please contact Bob Shackley on [02] 6251 6134 [H] or email to kyzyl@bigpond.com [31/03]



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