

FRONT DRIVE 90 YEARS

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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

SUMMER '09 VOL 33 No 6

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

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

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

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

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

COVER IMAGE

The cover image depicts Avenue de Grand Croix, Montluçon, Allier, France from the Traction Avant Nederland calendar 2001

MEMBERSHIP

Annual Membership is \$50. For overseas membership add \$17.50.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include: Andrea Fisher, Bill Graham, Max Lewis, Rob Little, Morrie Pilens, Bill Schenk and Jack Weaver.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, January 8, 2010.

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CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC and \$5 to cover the cost of the Club Permit Handbook. 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 or spareparts@citroenclassic.org.au [If you phone, 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.citroenclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrons.aunz.com

Another bumper issue – this cannot go on. Well, actually it can go on. The last edition of 'Front Drive' was 48 pages and this one is 52 pages. OK, I cheat a little and count the cover, but still it is great effort.

Not, I hasten to add an effort on my part. It is an effort on your part – I do keep telling everyone that 'Front Drive' is your magazine, and bumper issues like this prove that is the case.

So, what is in this edition?

Club members Annette Molesworth and Andrea Fisher both went to the United States for the wedding of 'Raider' Gert Larsen. Andrea has written of her American motoring experiences.

Bill Schenk undertook the Paris-Moscow-Paris drive in celebration of the Traction's 75th Anniversary. His report is in this

edition.

Max Lewis, who is becoming quite prolific in his writing, has a closer to home article on a recent day run.

We have the first [English language] review of the new C3, courtesy of 'The Daily Telegraph', in the UK and of course the usual Fleet Follies, Spare News and the first of four articles on 4-speed Traction conversions.

And Events! Lots of Events. We realise that Christmas is a busy time, but the Club has re-instituted the Club Christmas meeting [A Very CCOCA Christmas] on Thursday, 17 December at Ted and Helen Cross's home. I'll be there and I hope you will too!

In the meantime, enjoy 'Front Drive'!

Enjoy,
Leigh F Miles



There has been a whirlwind of activity recently within our club, and also in other states and around the world. The two main things we have been focusing on have been the 75th Traction Birthday celebrations and of course the 90th Anniversary of Citroën.

As a club we have just finished our own 75th Traction run from Kerang via Broken Hill to Birdwood Motor Museum and ending at Ouyen. Brian and Esther Wade [Qld], ran the event, which was judged an almighty success. We had over 20 Tractions from almost every State completing the run. The fact that our Tractions completed the event without any major breakdowns reinforces my belief that Tractions remain a perfect Club car.

The Annual Concours was held recently and we had a great selection of all Citroën models on display. Our friends at Ateco and Zagame assisted us with our major sponsorship commitment, and I want to thank Adrian Zagame and Miles Williams from Ateco for their wonderful support. Our other sponsors will be highlighted elsewhere in the magazine. This year the major focus was on the new Citroëns in the centre of the Concours, and we added Mark McKibbin's 5CV as a reference point of just how long Citroën has been in the Australian market and what fantastic improvements have been achieved over the years. I am

sure that events like these encourage owners of old classics to look for a new Citroën when choosing their new car. I certainly hope so, as Citroën support is highly valued by our club and members.

It was great to see Peter and

Maria Boyle along in their Traction – a first outing for Peter's car in many years, as Peter has not been very well. Peter: well done for making the great effort for us.

We are blessed with many interested and active members in our club. A lot of support is provided behind the scenes and as members we all benefit from their efforts. So I would like to mention Rob and Libbie Little on this report. The amount of effort they contribute to CCOCA is just amazing and on behalf of all members I just wish to thank them publicly for their personal commitment to CCOCA. The parts management is such an important service that the Club provides, I just want to thank you both for your involvement over the last decade.

Please look out for future events leading up to Christmas, and the New Year/January run will be something special this year. We are seeking some suggestions for 2010 events and we are keen to try some new locations. Please send your suggestions directly to me, or to Annette Molesworth. Ted Cross, President.



PREZ SEZ

ED SED

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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

● DECEMBER JOINT CCOCA / CCCV CHRISTMAS EVENT

WHEN: Wednesday, 9 Dec
TIME: From 6:30pm
WHERE: CCCV Club rooms,
Eric Raven Reserve
High St., Glen Iris

COST: Free
BRING: Picnic or food for the
BBQ [facilities supplied],
table and chairs

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

MASSIVE HAMPER RAFFLE!
Bring a donation for the prize hamper, and buy a raffle ticket for your chance to win.

Remember as well that there is a CCOCA Christmas Event to attend at Maison Cross on December 17. So much celebration!

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 December
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue

COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Clare Hadaway,
[03] 9598 6888
secretary@citroenclassic.org.au

A VERY CCOCA CHRISTMAS

WHEN: Thursday, 17 December
WHERE: Maison Cross
173 Power St.,
Hawthorn

TIME: From 6:30 to 8:30pm
COST: Free
BRING: Refreshments, a chair
BOOKING: Essential
for catering by
Sunday, 13 December

CONTACT: Ted & Helen Cross
[03] 9819 2208
or 04 1935 6963
president@citroenclassic.org.au

End the CCOCA year with a BANG! Come and Ted and Helen Cross for Christmas drinks and substantial finger food. Join all of your CCOCA friends for our last meeting of the year.

● JANUARY 2009



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 vintage



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 2010 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

AUSTRALIA DAY HISTORIC CARD DISPLAY

NOTE: AT THE TIME OF PREPARING THIS EDITION THE AUSTRALIA DAY

WEBSITE HAD STILL NOT BEEN UPDATED FOR 2010. PLEASE CHECK DETAILS ON LINE AT WWW.AUSTRALIADAY.VIC.GOV.AU

WHEN: Tuesday, 26 January
TIME: Participants: 10:00,
Spectators: 11:00am

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

Morrison St., Hawthorn,
via the open boom gate
COST: Free
BRING: The doings for a BBQ
and insect repellent
BOOKING: Not required
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au
or on the evening
Bob Lachal 04 1711 0143

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 – SCOTCH COLLEGE BBQ

WHEN: Wednesday, 27 January
TIME: From 6:30pm
WHERE: Cardinal Pavilion,
Scotch College,

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 DAY RUN – TRAWOOL, VIA KINGLAKE AND YEA

WHEN: Sunday, 14 February
TIME: 9:45am
FROM: Ringwood Lake,

Maroondah H'way, Ringwood
COST: \$15pp museum
admission, plus lunch
and other refreshments
BRING: Sunscreen
BOOKING: Essential by
7 February
CONTACT: Leigh Miles
editor@citroenclassic.org.au

Join your fellow Citroënists as we travel north to Trawool. We will detour via Kinglake and see the stunning re-growth since the fires of a year ago. For lunch we will make an early stop at one of Victoria's famous country bakeries – Gaffney's.

On to Trawool [well made gravel road in parts] to visit the Kerriside Mountain Railway and Museum. The railway is unique, being two foot gauge on a zig zag formation. To gain the maximum height within the shortest distance, steep grades and tight curves also abound. Developed over 15 years by volunteers the Kerrisdale Railway and Museum is a not for profit incorporated body.

The run home is straight down the Hume Highway.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 February
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Clare Hadaway,
[03] 9598 6888
secretary@citroenclassic.org.au

CLUB MEETING – BAREFOOT BOWLS EVENING

WHEN: Wednesday, 24 February
TIME: 7:00pm
WHERE: Elsternwick Bowling
Club, 19 Sandham St.,
Elsternwick
COST: \$20pp plus dinner
BRING: Flat shoes
BOOKING: Essential by
17 March
CONTACT: Jeff Pamplin
[03] 9523 0210 [H]



Left to right:
The station
at Kerrisdale
Railway, the
main street
at Yea and
the joys of
bowling with
CCOCA.

members@citroenclassic.org.au

After the success of the Club's Boule Evening in November, we decided to give regular bowling a go. So come and join us for a great evening on the green.

A-TRACTIONS

RACV CLASSIC SHOWCASE

WHEN: Sunday, February 28
TIME: From 9:30am
WHERE: Members' Carpark, Flemington Racecourse, Melway 28, G12
COST: Display car, driver & 1 passenger
Pre-purchase: \$12
On the day: \$15
Spectators: \$15pp
BOOKING: Recommended
CONTACT: Annette Molesworth, activities@citroenclassic.org.au

The RACV Classic Showcase is a superb opportunity to publicise the Club. It has been some years since CCOCA played a significant



part in this event, but we are determined to make a great show this year. So, you may well be contacted by a committee member – hoping to persuade you to come along for this great event!

Pre-book on-line by visiting <http://www.aomc.asn.au/B&Eshow10.htm>. Check the AOMC site for the location of the Citroën display area.

● MARCH DAY RUN - RAYNER'S YARRA VALLEY ORCHARD

WHEN: Sunday, 14 March
TIME: 9:45am
FROM: Ringwood Lake, Maroondah H'way, Ringwood
TO: Rayner's Stonefruit Orchard, 60 Schoolhouse Rd., Woori Yallock
COST: \$18pp [seniors \$15]
BRING: Lunch, or eat at Peach Cafe

BOOKING: Essential by 7 March
CONTACT: Annette Molesworth, activities@citroenclassic.org.au

At Rayner's Stonefruit Orchard we will find fruit unlike anything you're tasted from the supermarket! At Rayner's they grow hundreds of varieties of peaches, nectarines, apricots, plums... We will tour the orchard on a specially built trailer, behind a Lamborghini tractor and taste all these plus pluot, plumcot, white apricot and peachium! Experience and compare the fantastic flavours of

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32/06

fresh, tree-ripened fruit!
 The tour lasts about an hour,
 after which we visit the packing
 shed and shop.
 You can lunch in the Peach Cafe,
 or make use of the on-site BBQ
 facilities.

A-TRACTIONS

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 March
 TIME: 7:00pm

WHERE:

Check with the
 Secretary for this
 month's venue

COST:

Cheap eats
 BRING:

Refreshments
 BOOKING:

Preferred

CONTACT:

Clare Hadaway,
 [03] 9598 6888

secretary@
 citroenclassic.
 org.au

2010 RACV FLY THE FLAG TOUR



WHEN: Saturday, 20 to
 Friday, 26 March
 WHERE: Gippsland
 FROM: RACV Noble Park
 TO: Dandenong
 COST: \$350pp, plus
 accommodation
 BOOKING: Essential,
 by 26 February
 CONTACT: Tony Pettigrew,
 [03] 9739 1146
 or tony@tpg.com.au

The RACV invites us to join the
 9th RACV Fly the Flag tour. The
 tour of veteran, vintage and clas-
 sic vehicles will travel from Mel-
 bourne to San Remo [Phillip Is.],
 for two nights. Wonthaggi and
 on to Korrumburra, Leongatha,
 Yarram and on to Bairnsdale for
 another overnight stay.
 Metung, Swan Reach and Maffra
 for the Maffra car museum and
 another two night stay – this time
 in Morwell/Traralgon. Walhalla
 and Rawson and on Dandenong
 for the final celebratory dinner.

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

The Citroën Car Club
 of Tasmania [CCCT]
 welcomes you to Citlin
 2010, to be held at Launceston
 in Northern Tasmania from
 Friday 2nd April until Monday
 5th April.

There are
 three themes for
 this Tasmanian
 Citlin; relaxa-
 tion, the Tamar River and Tas-
 mania. The pace of the events
 will give you plenty of time to
 enjoy your surroundings, do some
 exploring or spend extra time
 with friends. The green valley
 of the Tamar River, which runs
 from Launceston to the coast, will
 be the location for most of our
 activities and its restful surround-
 ings will help you slow down to
 savour the fun.

And don't just come to Citlin
 at Launceston, extend your break
 and have a Tasmanian holiday.
 The journey to Tasmania is spe-
 cial and takes a little more effort
 so reward yourself, before or after
 Citlin 2010, with a tour around
 Tassie.

Thank you for the help and
 suggestions provided by members
 of the CCCT and members of
 other Citroën clubs who have
 provided advice and wisdom.
 Let's all join in and make this
 another successful Citlin for all
 Citroën enthusiasts across the
 country.

Welcome again to Tasmania,
 Launceston and Citlin for 2010,
 and please return to this site for

regular updates between now
 and the event, as we finalise
 construction of it over the next
 few weeks.

GETTING THERE

BY SEA

CITLIN 2010

There are a few ways of getting
 you and your car to Tasmania but
 driving isn't one of them. Bass
 Strait separates Tasmania from
 our busier neighbours on the
 North Island.

Sailing with your car on one of
 TT-Line's two Spirit of Tasmania
 ships from Melbourne makes a
 pleasant overnight or day journey.
 There are overnight sailings be-
 tween Melbourne and Devonport
 every night. Day sailings are fre-
 quent but not daily and continue
 until 10th April. The Spirit of
 Tasmania berths in Devonport,
 which is about an hour's drive
 from Launceston. The overnight
 sailing will get you to Devonport
 in the early morning so take your
 time to explore on your way to
 Launceston.

The TT-Line has given signif-
 icant reductions in the full adult
 fares for most sailing options
 for participants in Citlin. There
 are no reductions in the vehicle
 fares or the already discounted
 'Ship Saver' fare. Fares and ap-
 plicable dates can be found on
 the website.



BY AIR

Launceston has a busy airport located about 10 minutes south of Launceston which is served by frequent flights by Jet Star, Virgin Blue, Qantas and Tiger Airlines. There are some direct

dinner at the Riverside Golf Club.

☞ Sunday - Observation Run along the Tamar River or Historic Houses Tour south to Evandale and Longford. The formal dinner will be at the

Cataract Bistro.
☞ Monday - Farewell breakfast at the River

-side Golf Club

WHERE TO STAY

CITILIN 2010 RECOMMENDS THE PENNY ROYAL

The centrally located Penny Royal Motel and Apartments has been chosen by the CCCT as the preferred accommodation for Citlin 2010. It is close to our venues and within walking distance of many of Launceston's attractions such as the Tamar River, Cataract Gorge, parkland and the city centre. One of Launceston's best restaurants is situated a few minutes walk away and the Old Seaport, which is also well serviced by restaurants and cafes, is a brisk 10 minute walk along the boardwalk beside the river.

Reception and the motel are located at 147 Paterson Street, Launceston and the apartments are located a hundred metres further west along Paterson Street, next to the Cataract Gorge. We have taken over the apartment section which is conveniently fronted by a large car-park. Here there is a choice between Studio Rooms with a queen size bed

[accessible from ground level] or Apartments with 2 or 3 bedrooms [accessible from the first floor and set over two levels inside].

Penny Royal is holding rooms for Citlin participants for the nights of Friday 2nd, Saturday 3rd and Sunday 4th April. All rooms are \$115 per night so sharing an apartment with friends is excellent value. Please contact the Penny Royal directly for bookings and remember to mention that you are booking for Citlin to get the special rates.

Please note that while the Penny Royal has held a good number of rooms for you, they are limited and will only be held until 1st March 2010.

Leisure Inn Penny Royal Motel and Apartments, phone: 1800 060 954 or email pennyroyal@leisureinnhotels.com

CARAVAN PARKS AND CABINS

Launceston has few caravan parks. The Launceston Holiday Park Legana is located about 5 kilometres north of Launceston. We are not holding any cabins or sites there, so get in early to secure a place. There is no Citlin discount.

Launceston Holiday Park, phone: [03] 6330 1714 or email: launceston@islandcabins.com.au



com.au. Check their website: <http://www.islandcabins.com.au/launceston/default.htm>

OTHER ACCOMMODATION

If you want alternative accommodation there are many options nearby, ranging from 5 star to backpackers. To find out more let your fingers do the walking, contact your local travel agent or talk to the people at the Launceston Travel and Information Centre who are happy to assist you with your accommodation reservations, tours and information for your visit to Launceston.

Launceston Travel and Information Centre, phone 1800 651 827

More information is available on the official website www.citlin.org

	EARLY BIRD Pre-30 Nov., '09	REGULAR Pre-31 Jan., '10	LAST MINUTE Pre-20 Mar., '10
ADULT	\$180	\$195	\$280
CHILD [5 TO 12]	\$100	\$100	\$100
CHILD [UNDER 5]	Free	Free	Free

CITILIN 2010

flights from Melbourne, Sydney and Brisbane. Taxis and buses service the airport and hire cars are available there as well. Watch out for the quarantine sniffer dog, it is really cute

WHAT'S INCLUDED

☞ Friday afternoon - registration and then informal supper at the Tamar Yacht Club just a walk away from the Penny Royal hotel.

☞ Saturday - Show and Shine at Inveresk, with plenty more to do nearby once you have finished looking at the wonderful cars. Join us for an informal



With so many well-made, cheap, fuel-efficient, small hatchbacks on sale at the moment, you'll find marketing w*inks on launches anxiously drawing graphs for the press to demon-

C3: FIRST TEST

strate their supermini's Unique Selling Point, be it height, width or standard equipment levels.

Citroën has come up with something that's going to be hard to beat: half a roof. It has taken the panoramic windscreen to new levels by stretching it far into the roofline, and the result is called the Zenith. It comes on all models bar the 1.1 and 1.4 petrol and 1.4 diesel in base VT trim. The average screen gives a driver upward vision of about 28 degrees, while the big Z offers 108 degrees, which translates as a lorra, lorra clouds above you.

There's an inner lining that draws down as far as most cars' ceilings, and brings with it a set of flimsy sun visors, if the light gets too much. Without it, it's very odd but quite pleasant to see glazing above your head and the rear-view mirror marooned in a sea of glass.

Citroën says the Zenith screen 'significantly enhances the feeling of wellbeing' and, by George, it does. Whether the novelty wears off after six months, and all you see above are bird droppings on

the glass, I cannot say. Neither am I sure of the claimed safety benefits, other than advanced warning of a car park barrier descending, but in two days of driving the C3 through a rain-sodden Tuscany, even the thunderous clouds above were a joy to behold.

Citroën does innovative design so well. The spindly A-pillars allow great forward visibility, the dash is raised, but not reduced, to create more space in the front, there is ample storage including the biggest boot in the class. The silvery plastic swathe across the fascia is fun and pretty, not cheap and nasty. But the seats are hard, have little lumbar support and pushed my shoulders forward uncomfortably.

We tested the 1.6 petrol and diesel engines. Despite being developed with BMW, the former felt lifeless and dull, and made the car seem flat and unengaging. The diesel, which should be the best-selling engine in Britain, is spirited, with an eager delivery that transforms the supermini into a car you might want to go places in.

Not having to concentrate on acceleration meant there was more time to appreciate the steering and braking, both of which have a quality feel you'd associate with a more expensive saloon. The suspension is slightly disappointing – all four wheels seemed to wobble and protest over ruts



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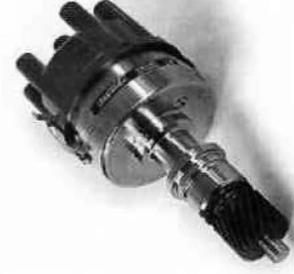
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31/05

C3: FIRST TEST

– and there's a cheap thud from the chassis as you hit a hole, but as before, these seemed less apparent with the diesel-engined version.

If you're thinking of buying a diesel, you might want to wait until March for the 99g/km Air-

dream version – although there's no Zenith windscreen on that. On the other hand, the 85kW version of the 1.6 only emits a maximum of 115g/km.

It all depends on how much that big blue sky matters to you.

THE FACTS

- ✂ UK Price/availability: £10,800-£16,200. On sale Jan/Feb 2010
- ✂ Tested: 1.6 HDi with five-speed manual
- ✂ Power/torque: 69kW/215Nm



- ✂ Top speed: 180kph
- ✂ Acceleration: 0-100kph in 12sec
- ✂ Fuel economy [Urban]: 5.33l/100km
- ✂ CO₂ emissions: 110g/km
- ✂ Alternatives: Ford Fiesta, from £10,595. VW Polo, from £10,035. Peugeot 207, from

- £10,695.
- ✂ Verdict: Looks better, drives well but the opposition is fierce
- ✂ On the stereo: Late for the Sky, by Jackson Browne
- ✂ Telegraph rating: Three out of five

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VERY NICE 2CV STUFF FOR CHRISTMAS!

All prices include postage within Europe

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Xmas and winter postcard offer:
10 cards = 10e (£9), 20 cards = 15e (£14), 30 = 20e (£19)

Indicate card number with order

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- 147

Cards 146 & 147 printed on special glittery board

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Silver necklaces
2CV or 2CV Van 18 e (£17)
(chain not included)

Mini 2CV necklace
9 e (£8)

Silver earrings:
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Citroën Chevroons
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NEW - also for kids!
Interwoven multicolour patterns, high quality.
2CV (adult size): dark blue or gray background 25 e (£23)

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A selection of 5 popular stickers: 5 e (£5), 15 pcs = 10 e (£9), 35 pcs = 20 e (£19), ...
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Two [well there may be more than two... but I only know of two] CCOCA members attended the wedding of Gert Larsen and Jennifer Lay in New York. One of them, Andrea Fisher, has kindly provided a report on her Ameri-

can Expedition. old social-conscience bookstore near their home in Manhattan's Lower East Side. The ceremony was warm and sincere, the company was welcoming to strangers [Annette Molesworth and me] and there were even several

AMERICAN DREAM

can Expedition.

I: THE WEDDING

For those of you who know Gert Larsen from his previous travels in Australia, attached is a photo taken on the day of his wedding in September to the lovely Jennifer Ley at a beautiful

Citroën people present. For instance, we met Kim and Robert, who organise the big annual Citroën Rendezvous in Saratoga Springs, New York – check out www.driveshesaid.com if you need another Citroën event to go to, or an excuse to go to New York.

Gert & Jennifer also hosted

a brunch at their apartment the following day [packed to the rafters!] and then similar events in Copenhagen later in the month – I expect they are partied-out by now!

II: CARS IN MANHATTAN

Right Side or Right Side? The first thing you notice – you see it out the window before the plane even lands – is that yes, Americans do actually drive on the right! As Seen On TV! [Actually I was surprised that I was surprised by this.] However I have no photos to confirm the fact, because most roads in Manhattan are one-way. On the plus side, this allows them to set the

traffic lights to 'dream-run' sequence: as you approach each set of red lights... they turn green for you!! Works best at night or 7am when it is not crowded; and in any event, don't drive yourself – you can appreciate it so much better from a cab. New Yorkers know this – they have the lowest rate of car ownership in the country.

If you must have a car, the question is: where do you park the thing? Here is one variation of a New-York-style multi-storey carpark – no wasted space, and no need to drive in endless spirals – Yes! It's a car hoist on steroids!

The important thing to re-



member, is to make sure you have an automatic car – most Americans, including the parking attendant probably, don't know how to drive 'stick'. You may be permitted to park it yourself – but you will need to be generous

driving it somewhere. Do not do this in Manhattan, the roads are patched to blazes and as bouncy as hell. [Am I allowed to say 'hell'?)

A couple more pictures for you: a car being towed [no particular reason, except I thought it was interesting that the truck seems to be a police vehicle]:

...and on the next corner a minute later, a noisy verbal altercation between Mr Plod and a cabbie who had gotten himself stuck in the intersection. This robust exchange of opinions went on for what seemed like ages.

I thought the US was the home of personalised number

plates, but I only saw two, including this NJ Plate:

III: CARS IN SEATTLE

Some of you will know perennial Raiders Axel [Hobo] Kaliske and Uschi Walter; I stayed at their home for a few days. At a rough count they have about 30 2CVs on the premises [some held for other people] so don't let anyone tell you there are none in the States! Hobo has his own version of the car-hoist-for-storage-purposes concept – he has a dozen or more vehicles in the roof of his 'Garaj Mahal':

IV: CARS IN SAN FRANCISCO

SF is a graphic example of America's love affair with the grid road pattern. Fine in Manhattan, where the land is flat [it is now

– they levelled it]. They didn't level SF, so you get streets at maybe 45 degrees, and wonder why they need to add zigzags! Lombard Street is the famous one, but it is not the only steep road, and not the only zigzag either. There are plenty of reasons to wonder what they have against curved roads.

And for those who are interested in comparisons, petrol was \$3.99 per gallon; but this was at Mariposa, about 3 hours east of SF [I forgot to get any city prices]; also bear in mind that while an American gallon, in common with an Imperial gallon, contains eight pints, an American pint is only 500ml.

Andrea Fisher



AMERICAN DREAM

with the tip!

I think there is some potential here for domestic use, especially if combined with a bit of floor-excavating and roof-lifting; your average suburban six-car garage could easily be adapted to fit twelve or 18 cars.

But when the car is not being parked, you will obviously be



“The night was dark and stormy, the billy goat was blind. He backed into a barbed wire fence and scratched his never-you-mind”

This was a bit of doggerel my

mother recited to me when I was but a pup.

This verse stuck in my mind when the day dawned full of bad intent, the weather that is and as the day progressed as did a

bunch of hardy souls towards our destination, the dark and stormy weather did indeed increase in intensity so much so that the decision was taken to abandon the day and head for shelter.

It was cold, wet and windy,

enough of a miserable day that we all cursed the gods... especially

so knowing that the trip to Fort Nepean was going to be such an interesting visit. On that note the President has promised us another time.

The shelter we all headed for

was the delightful home of Robin and Susanne Smith's La Plage at Sorrento. We had intended to get there for afternoon tea but as we were so early, lunch was the go. The barbeque was lit and cooking got underway fairly quickly.

The stalwarts on the run included Ian and Andrea in their 2 CV, Robert and Fay in their 2CV, Bernie and Clare in their C4, Max and Roz in their C5 and capping it all off was Leigh and Sue Bryant in a brand new C5 Saloon. I thought at long last, Leigh had actually bought a new car. A NEW car folks, not another old one... wonders of wonders. Only folks, it was not true. Leigh had borrowed the car from Zagame's for a test drive and road test. We saw this in the last 'Front Drive'. It was a beautiful metallic red coloured example of one of Citroën's latest and best, the car is the top of the line model with the 2.7 litre V6 diesel. John Wyers arrived later in the day with his early model C5. I might add here that it is possible that for the first time all three models of the C5 were present at a CCOCA day out. To add to the participants list were Ted and Helen in their 2CV but they had a head start by driving down the day before and staying overnight at La Plage. What a good idea... why didn't I think of that?

Lots of chat and the afternoon was enlightened with Helen regaling the many wonderful days they spent in France recently at the 75 year celebration of the

Traction. Helen had us in stitches of laughter with her attempts at the French language, such as it was and how communication was often down to sign language. What I did not know was that behind the success of the entente cordial was Susanne who speaks the lingo quite well. It was Susanne's task to interpret for the non english speaking French Tractionisti what Helen really wanted to say. Ah it is wonderful to be able to speak French. So does Robert Belcourt it seems. I learn a lot about people especially over lunch with wine the trigger bringing out the more hilarious sides of peoples life. Go Bacus!

John Wyers bent my ear, pleasantly I might add, on the vagaries of first model C5. I learnt more about which gearboxes are reliable and which launch themselves into outer space. The real hint was what one does when one has a major maintenance coming up on a diesel engined C5. The trick is to flush out the crankcase... it is likely to be full of bits of unburnt gunk. Enough to give the engine indigestion. As our C5 is coming up to its 40k check, I thought it wise to advise Zagame's to include it in the service. Apparently they do that anyway.

If you feel like I'm not boring you with such mundane things as 40k services, I shall relate that experience next time around.

Happy and safe motoring,
Max Lewis.

COLD COMFORT



2009 CONCOURS



2009 Combined Citroën Concours d'Elegance Winners. Left to right:

- ∅ Traction and Rear Wheel Drive [and overall Car of Show] Mark McKibbin's 1924 5CV
- ∅ ID, DS, SM Robert Belcourt's 1969 DS
- ∅ BX, CX, GS & Other Leigh Miles' 1983 Visa GT Cabriolet
- ∅ Popular Choice Philip Rogers 1947 Light 15
- ∅ A-Series Peter James 2CV Van
- ∅ C-Series [C2, C3, C4, C5] Alan Lane's 2008 C4 VTS
- ∅ X-Series [Xsara, Xantia] Nathan Connell's 2005 Xsara VTS.

PMPO9 OR DRIVING MISS DISASTER OR DRIVING FROM ONE DISASTER TO ANOTHER OR LIFE IN A FISH BOWL

Above are just some of the titles that I could have given to

DRIVING MISS DISASTER

this article. They all applied at some point during the event.

There are more would be titles of course but above have most merit.

Some of you are aware that my two brothers and I have just completed the Paris to Moscow to Paris Rally. Or as I like to call it The Sydney to Paris to Moscow to Paris to Sydney Rally.

This rally was a re enactment of Lecot's reliability run that he did in the 1930s.

The rally took six weeks to complete and we drove through France; Belgium; Holland; Germany; Denmark; Sweden; Finland; Latvia; Estonia; Russia; Ukraine; Hungary; Austria; Germany and finally France. A distance of 7500 kilometres. Actually if you add on the extra kilometres that we had to do because we were lost we covered about 8500 kilometres.

There were 28 cars entered in this rally. Most of them were from Holland. There was one from Tenerife, one from Belgium, one from France, one from Scotland, two from Switzerland and one

from Australia.

Of these 28 cars most of them were 11B Normales or as we call them Big 15s, which surprised me a little. I was expecting Light 15s to be the most represented model.

There were five six cylinder cars; two H vans; [one of which was a support vehicle] two Legeres or Light 15s and one Commerciale.

Due to the length of this rally and due to the many people who participated it is hard to put into a short article of what happened or to whom it happened.

I wrote a diary at the end of each day and I found it hard even to remember what had happened during that day. I forgot more than I remembered.

Perhaps I have Alzheimer's. If I have it started when I was about four years old. I've always had a terrible memory.

Before I start with the rally itself I'll tell you a little bit about the organization and how things were supposed to work and some of the main characters.

The organizer is a Holland based club called CAAR Netherlands led by a man called Will de Hek. He took on a massive job. Virtually organizing the whole event single handedly.

Will did have the help of a company called Eurocult who organised the accommodation and border crossings and they had a representative of the company

travelling with us

The accommodation was split between hotels and camping grounds.

You had a choice of either or a combination of both.

We chose camping. This decision turned out to be a bit of a two edged sword. On the one hand we were able to socialise with the other participants more easily than you would in a hotel. On the other hand, sometimes the camping areas were up to 50 kilometres from the cities we were visiting. This meant a round trip of up to 100 kilometres and at the end of the day after driving all day and then having to set up camp meant that going to town was a daunting prospect.

The backup vehicles of which there were two, one to carry spares and to tow a car trailer [this was a transit van] and one

to carry tools [this was an H van] were always to leave last every day so they could help with any breakdowns along the way.

We were put into groups of five or six cars. The participants chose who they travelled with and organised their own groups.

Each car had a route book which is a great idea but actually was of little help to us as it was written in Dutch.

My group was group one and our cars had a red coloured shield attached to them

For the purposes of this article I will only talk about the main players. This is of course the people in the red group; group one and a few others.

The first couple that I will introduce you to is the Scottish couple. They have good strong Scottish names, Pat and Helmut Schutz. Some of you already

Bill and the rest of the Team at Versailles.



know them from raids past. Pat is Irish and Helmut is German.

They brought their Slough built Light 15. It was one of only two Slough built cars participating, the other being mine.

Their car looked as if had been

DRIVING MISS DISASTER

dragged out of a barn after having a twenty year hibernation. Which wasn't far from the truth.

Helmut did drag it out of the garage and fired it up. The car obviously decided that this wasn't fair and promptly blew up. Helmut then bought a motor from a friend of his for 250 quid, put it in and set off the next day to do a short 9000 kilometre round trip. It truly looks like and is a bucket of shit. How it passed its MOT was a bleeding miracle. Or did money change hands?

Just to give you some idea of Helmut's prowess mechanically. He had two coils in his car. One of them was not working which is secured in a bracket. The other was working and was wrapped in a cloth and left unsecured lying on top of the left hand bulkhead!

They did bring with them one very important accessory though. His name is Jacob, their grandson.

Jacob is a twelve year old pain in the backside. We of course took him under our collective wing and he was able to hone his skills in this area to take his

pain in the backside to new heights. By the end of the trip he was even giving us the irrits good and proper. This is something of which the boys and I are justifiably proud. He was a great kid and a fast learner.

The next couple is Hans and Ruth Berthold from Switzerland. Hans and Ruth entered two cars.

One is a Big 6 Hydraulic. They call it a 15CV Hydraulic. The other is a Normale that had a four speed gearbox conversion.

Hans and Ruth drove the 6 and the Normale was driven by their children. This was done in a relay type of fashion.

The first stretch was driven by their daughter Nicole who had her cousin and her cousin's boyfriend to keep her company. Then she was replaced by Hans Peter their son who drove solo and last of all there was Oliver who brought along his girlfriend Anina.

Bing a lifetime admirer of the feminine form the only thing that I have to say about the girls in Team Berthold is cwaar!!!!!! The boys were, you know, OK.

To the female readership I extend my apologies for that last statement but you have to realise that men are visual organisms and can be at times superficial. It's just a fact of life!

Even so it did make for very pleasant travelling.

Hans is a bigger than life character who has a wicked sense of humour and Ruth is just as funny. She is a smoker which gave Alan my brother a friend to play with right off the bat. By the end of the trip I reckon that Al would have bludged at least two cartons worth of fags from her.

His cars were very well prepared and he decided to install roof top tents to his cars for the trip. That is something that I personally wouldn't have done for the simple reason that once you have made camp you can't drive anywhere.

Then there's Corstian Boss. He is Dutch but hails from Tenerife and drives a Big 6.

What can you say about Corstian that won't upset him. Nothing really, he has a hide as thick as leather. He will tell you himself that he is a prig. Actually I've never seen someone self appraise as honestly as he does.

He fancies himself as a ladies

man and likes to drive fast.

Corstian had a host of passengers along the way. One would be replaced by another and another and another. We think that he may have sold the rides to pay for his trip. This is just conjecture at the moment.

He brought a whole different dimension to the group. Sure, he gave us all the shits at times but he was a never ending source of conversation and complaint.

His car looked pretty nice and well maintained.

Corstian was made leader of the group, mainly because his surname is Boss. Choosing him for the job on this basis may have been a choice not properly thought through.

The only others that I will mention is the support crew and I really only mention them because we used them a lot. Not for repairs because in reality they were not mechanics, they were people who were mechanically



mindful and were very handy. We had much more experience than they had, but they had the tools that we sometimes needed to keep our car and other cars in our group going.

The first is Hans. He is a big

DRIVING MISS DISASTER

quietly spoken guy who if you met in a dark alley you would turn and walk the other way.

Then there is Ben, he looks like a hippie from the sixties. He is late fifties I guess, maybe older with a suntan and thinning long hair and he wore a sarong around the campsite.

Then there's Ton. Mr Cool. A man that nothing you do seems to worry him. He strolls around with an air of coolness that no one could match.

Lastly another Ben. He has a full beard with a handlebar moustache and seems to be very capable, knowledgeable and interesting. The only thing is that he can't speak a word of English so communication with him was difficult. Which was a great pity.

Now let's get on with the trip itself.

I'll start the tale from the ferry crossing from Dover to Calais because it is the start of a sort of running joke.

On this first part of the trip we had the company of one of Alan's school time friends who now resides south of London.

Her name is Ingrid.

The four of us set out from Ingrid's house to Dover. A drive which was all motorway. We arrived at Dover early and were able to get on an earlier ferry.

While we were in line waiting to board an official looking bloke asked me if I had the mandatory safety equipment. "What mandatory safety equipment" I asked.

I was told that you had to have reflective jackets for every person in the car, a reflective triangle, headlight thingies and a sticker telling where the car was from and if I got caught without them I would be up for a 70 euro fine per person.

I looked at him with a blank look on my face [a look that I used with success throughout the trip] and he told me not to worry because I could buy them on board the ferry at a very extortionate price. How fortunate!

Once on board I bought the mandatory safety equipment and took it back to our table where my brother John and Ingrid were sitting. I pulled the triangle out of its plastic cover and said. "I'm taking this out now because it'll be the last time it will see the light of day". Ingrid told me to be wary of what I say.

The ferry landed at Calais and we were off towards Paris. I was having a good piss along and noticed a sign saying 20 kms to the next garage. No worries I thought

we have plenty of gas.

I could see the servo coming up and we were on the exit ramp when I ran out of gas. We only had 200 meters to go for goodness sake and the gauge told me that I had a quarter left!

Luckily we had a brand new, never been used before, mandatory safety kit with us. Bloody Ingrid! I think she jinxed us.

We put our reflective jackets on and deployed our triangle and Alan and Ingrid left us to get some gas.

I suppose we were there about five minutes when, on the other side of the motorway the safety police van pulled up.

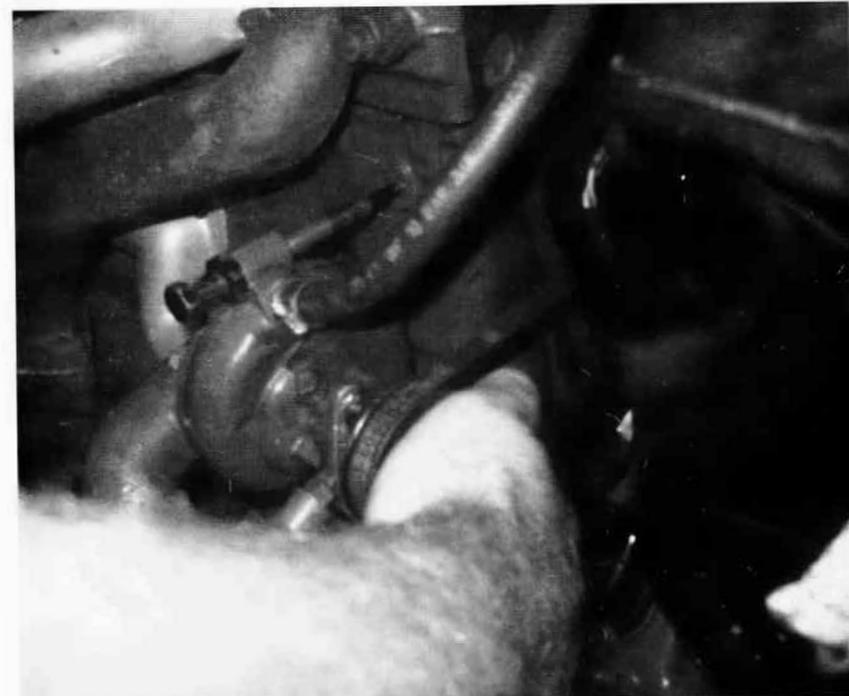
The safety police officer got out of his van, crossed three lanes

of traffic, hurdled the cement barrier in the middle, crossed another three lanes of traffic and told us to get behind the barrier because the roadway was a dangerous place to be!

The kit had paid itself off then and there. A great purchase!

After filling the tank Ingrid urged us to get off the motorway and take some secondary roads. That was a great thing. I just love the roads in France the way the wind through small villages.

When we arrived at Amiens we heard a knocking coming from the motor. It was a hard definite knock. Although it was loud we just couldn't tell from where in the motor it came. Then it stopped. Bloody hell! This was so worry-



Fixing the seized water pump at the Volvo dealer in Amsterdam.

ing, I can't tell you how stressed I was about it.

Our campsite in Paris was at Versailles and we had two days to look around. Of course we went to the Shack of Versailles. Very nice to it was. It had a little

DRIVING MISS DISASTER

too many mirrors for my liking though.

Will De Hek organised us all to visit the Conservatoire which was really fantastic. There were all sorts of things there some of which I didn't know that Citroën made.

It was at this time that we dropped Ingrid off at the airport for her return to England.

We met quite a few entrants at the camping ground and there was a briefing there that everybody had to attend.

On the first day we assembled the cars outside the Hotel De Ville, which I thought odd when you consider that there was a palace just down the road which would have made a drop dead gorgeous backdrop.

After some speeches and a lot of admiring and such we left for parts unknown out along the periphery.

We had Helmut and Pat behind us. This was to be the first time we were to witness Helmut's driving skills.

He just drives as if he is the only motorist on the road. He

doesn't look he just merges or changes lanes straight in front of anybody. At one point he pulled out in front of a semi which almost went into full lockup and drift mode.

Also when he selects first gear he just crashes it in. The bros and I ended up calling him Crash it in

Helmut.

He seems unperturbed when you point out his almost fatal driving habits saying "I'm driving a Traction". Apparently this statement can be used as an excuse for just about anything. To give him his dues though, by the time we finished the trip we found that this was in fact true!

Once out of Paris and onto the open road we had Corstian in the lead with his passenger at the wheel. He was standing up with his head poking through his sunroof and taking movies. Something that he did for most of the trip.

When we arrived at the camping ground in Brussels we found that the pulley on the water pump was loose which turned out to be the source of the knocking. This was a great relief to me now knowing that the knocking sound was not a fatal one. The woodruff key was worn which meant that the pulley rattled on the axle. We tried to tighten it but all that happened was that the pump itself seized up. We slackened it off again and reconsidered our options.

One was to replace it. We went to see Ton, Mr Cool; he had one in stock for the price of 360 Euros. My wife Elizabeth always says "don't convert" but I just couldn't do it. At over \$700.00 Australian we sought a different solution.

We chewed over what we could do and finally came up with a possible solution. It was decided to weld the nut onto the pulley and then weld the pulley onto the shaft.

This would be done in Amsterdam.

When we arrived in Amsterdam we picked up Damian. Damian is a friend of Alan's who will be travelling with us to Moscow. He was staying with a friend called Barand.

We attended an afternoon tea at a Citroën dealership. Nibbles and drink.

Barand made dinner for us and he turned out to be a terrific host. He told us where we should go to find a workshop with a welder.

We went there the following day and wandered into a Volvo dealership. The foreman said that he did have a welder but didn't know how to use it but we could if we could weld. Well, not wanting to blow my own trumpet I a nothing if not humble but I have had some experience in this field.

We set the mig and I gave the pulley a quick zap. We offered the foreman some cash but he refused. This was a greatly appreciated and our car was fixed

Repairing the gearshift outside Barand's house.



and best of all we saved over seven hundred dollars.

Barand had organised a soirée at his place that evening with some friends of his with us as guests of honour.

I had to go to a meeting at the

DRIVING MISS DISASTER

caravan park so I left the boys at Barand's house and went to the meeting.

Will De Hek was the speaker and he spoke in both Dutch and English. It reminded me of the old Benny Hill sketches where he took off Nanna Maskouri. He or she would tell the story of a song which went for about ten minutes and then she sang the song which went for one bar.

Will spoke in Dutch which seemed to go on and on and then translated it to English which went for about one minute. I ended up wondering whether these Dutch people were a bit slow.

He spoke of the roads that we will face in Russia which were supposed to be really bad.

On the way back to Barand's I couldn't put the car into first gear or reverse. I did manage to get the car there using just second and third. More stress for poor old Billy!

Alan and I set to work to find the problem. The gear shift itself had seized up. So we took I took the shift out. We did this on the

street outside Barand's house. His guests started to arrive and we were up to our elbows in bits and pieces which ere sprawled along the footpath.

Where was John I hear you ask? He was inside entertaining the guests. He is a very entertaining guy, so entertaining in fact he is at times very embarrassing for Alan and myself.

I suppose we were there for about two hours and the shift was fixed. We would have finished earlier but there were a lot of very cute women riding past us on push bikes. We did a lot of appreciating that day. At last the car was perfect!

The next day we were up and at em early. We had a five hundred kilometre trip to Hamburg.

Along the way we crossed the Afsfuiting Dyke. It is forty two kilometres long and it holds the North Sea back. The roadway is actually bellow sea level which is kinda creapy. Corstiaan told us that it was one of the ten wonders of the world. Damian was unimpressed and came to the view that Corstiaan was talking through his backside.

Rolf and Monique's car broke a crown wheel today. They are in a different group. This was devastating for them. The car will return to Holland for repairs and they will continue the trip in their Range Rover. At least we were still driving.

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From Hamburg we drove to Copenhagen.

Three out of the five cars in our group stayed at the hotel. It was Pat, Helmut, Jake and us at the camping ground. We made plans to meet Hans, Nicole and

DRIVING MISS DISASTER

Corstiaan along the road but we just didn't manage it. This is a problem of having two different venues for accommodation.

We had our first ferry trip which for me was pretty eventful.

First Rolf, whose car had broken down gave me a mirror to help me see. He is towing a small caravan and he used this mirror on his traction. Our car being a right hand drive car means that the driver is always in the gutter. This makes overtaking difficult. Particularly if your passenger has fallen asleep meaning that you have no help at all seeing up the road. So getting a large mirror was a godsend.

Second, I decided to have a hotdog. The dogs are in a container with a pair of tongs. The lady behind the counter looked mean, really mean. When I got to the container I found that the tongs were bent and wouldn't pick up my choice of dog. I did what every self respecting panel beaters son would do, I bent them back and picked up my dog. I was immediately berated by the

woman behind the counter. My initial opinion of her was much too kind!

I of course remained completely calm and collected as a person who has been brought up in a workshop would.

The car was running like a dream and we made the camp-

site with no problems.

This was our first chance to go into town and have a good look around.

We set off and headed for Copenhagen. We entered the roadway and I overtook a caravan. We were heading for an intersection doing about ninety kilometres an hour and my right front wheel came straight off and we hit the ground. I applied the brakes but had none. This was because the hub had come off with the wheel.

I always like to consider myself as an options man. I do have to admit that at this particular moment when we were sliding down the road at ninety kph and almost completely out of control I was completely optionless. The only thing entering my head was the word shit. It entered my head every time I pumped the brake pedal. Shit, shit, shit, shit! Then I heard "Handbrake Billy!" this came from my brother Alan. Now why didn't I think of that! It seems so simple now. I just thought "Oh yeah, good idea". I applied the brake. We stopped

right at the intersection just like we were at set of lights.

Now, you may think that this was a bit of bad luck, but I considered it to be a not to be missed opportunity to deploy the red reflective triangle and to put on our yellow reflective vests. What a great buy!

The car that we had just overtaken stopped and the driver told us that the wheel had gone to the left side of the road. This was a really important piece of information. We could have searched on the wrong side of the road for hours. We still had a job finding it though. There was this thicket which was taller than our heads and about ten meters wide. It was so thick that you could have walked right next to it and missed it.

After half an hour Alan found the wheel. The drum was still on the rim and the hub nut was still inside the hubcap. Lucky eh!

I had changed the drive shafts from my father's H. These drive shafts didn't have a provision for a split pin. No hole in the shaft itself and no castle nut.

John played a pivotal part in the refitting of the drum. John, being the heaviest of us was given the job of standing on the extension bar to tighten the nut. It's never been so tight!

Damian was the on the spot reporter capturing the whole thing on video and simultaneously doing the commentary. Giving such insightful comments like "The f@#\$%^g wheel just came right off"!

There should be a wheel there.



We pushed onto Copenhagen.

Copenhagen is probably the most expensive place on the face of the planet to have lunch. Four burgers and chips and four drinks was over one hundred Austral-

replied oy, oy, oy.

Damian however was unimpressed with Copenhagen. He had the opinion that there was something fundamentally wrong with a place that had as its biggest drawcard a bloke who wrote stories

for kiddies to fall asleep by.

Once we were back at camp I

approached Hans and Hippy Ben to borrow a drill and bit and a grinder. I cut a slot down both front hub nuts and drilled a hole through the driveshaft and then fitted split pins in them and we put Loctite on the threads just to make sure. At last the car is finally fixed.

Bill Schenk



DRIVING MISS DISASTER

ian dollars. I know, I know don't convert!

It is however, really pretty and the World Out Games were being hosted there so there were a lot of same sex couples in trackies wandering the streets. We even saw the Australian team walking past. We gave them the old aussie, aussie, aussie thing, to which they

John Schenk displaying his expertise as an expert hub nut tightener.



RUTH PILENS – TREASURER

Dear readers, You might wonder why the 'Fleet Follies' section of Front Drive keeps having contributions from committee members or their partners fairly often.

This is because the editor 'Relentless Leigh' invites [cajoles?] these unfortunates to submit an article on an ongoing rotation basis.

It is time for either my wife or myself to try and come up with something they feel you might enjoy.

My recuperation after heart surgery [an endeavour which involves Ruth as well] hasn't left much time for either of us to prepare an offering for this edition.

I hope the following – an extract from my early days in Europe, which my daughter has extracted from me over a period of time – might be of some interest. [Morrie Pilens]

My association with the film industry began very early in my life.

My first job as a school boy after school [around 1936] was distributing flyers, for which my reward was free access to movies any time - if the film was 'adults only', I usually sat behind the screen. I eventually graduated to running the projection room while the bosses were playing cards.

By the time I was 14, my experience secured me a cadetship with a film company – Riga Film – based in my birth place, Riga, Latvia.

Besides cleaning rusty film cans, other jobs included working

in the dark room and film drying room, where film coming out of processing went on to a large wooden drum and as it came out from the processing, my job was dipping chamois into a bucket of methylated spirits – you can imagine how drunk I got – you could only last for about 15 minutes at a time.

Other jobs were assisting cinematographers, one of whom was a man called 'Stanke' who when in a good mood was telling stories of his experiences in the Russian film industry, including hand-cranking Eisenstein's film 'Battleship Potemkin'.

After the Soviet Union was driven out of Latvia by the Germans, Riga Film continued as such until 1943 when it was taken over by Dr. Goebbels' 'Propaganda Unit' – and we were all put in uniform.

I was teamed up with our local cinematographer [Kraus] and we did see some war action.

My next assignment was with another Latvian cameraman [Lellis]: we were assigned to cover the Latvian 19th Division, resting in

FLEET FOLLIES

a little village called Sofienvalde, in Poland.

By this time Riga Film had been evacuated to Turingen in Germany, to establish an operation in Thalburger, near the Carl

quarters to be 'de-Nazified', which took 2 hours.

I returned to Riga Film – we had good liaison with the army headquarters and good parties eventuated, but that is another story!

One day we received an urgent call to be ready to pack

everything we could move at a minute's notice. We packed trucks supplied by the 8th Army with film equipment and personal belongings and what was left of the grog...

The Yanks took us to Jena, packed us in a train and took us to safety.

[As we were coming into Jena from one direction, the Red Army occupational force was coming in from the other.]

Riga Film finished up in Blomberg, Germany: a British zone, part of which was turned into a displaced persons' camp. People were billeted in private homes or public utilities.

Blomberg turned out to be a concentration of artists from all disciplines.

There were organized concerts, plays, art exhibitions, entertainment etc. provided for British troops.

Riga Film made a couple of documentaries for the British Control Commission.

In between working for Riga Film, I had plenty of time to attend drama studies, study sing-

ing, and learn panel beating [also another story!].

Being restless, searching for something, I got myself a job with the First Royal Tank Regiment as a batman [there's more than one story here!].

Various countries were offering migration – somehow I chose Australia because I thought that the film industry was in its early stages and I would have a chance to join it.

I arrived in Sydney, Australia in November 1948, to be shocked by miles and miles of dead trees, no grass, and pot-holed soil created by millions of rabbits.

I travelled to a transition camp in Bathurst - my first job was working for one pound a week, cleaning pigsties.

The older I get, the more often I find myself thinking back to those early days and of what a great country Australia is!

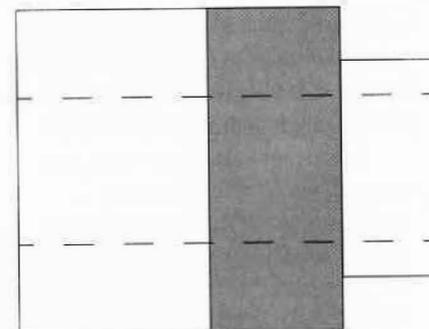
[PS: Morrie retired in 1993 after 40 years as a cinematographer in the television industry.]
Morrie and Ruth Pileus

ROB LITTLE – SPARE PARTS OFFICER

It has been a long time since I have written one of these articles as I have been fairly quiet on the work front for my fleet, however with the 75th Anniversary Rally looming I felt it was time to dust off the old Big 15 and get something done. A quick survey soon showed a brake overhaul was necessary with new

wheel cylinders, a re-sleeved master cylinder and re-lined rear brakes as the rear cylinders had been leaking slightly for a while. I also made a point of having the '15-4 cyl' badge re-chromed as I thought I should have this in place for the occasion, when we gathered to my surprise there were five Big 15s present and four of them were fitted with this fairly rare badge. While we were admiring these lovely badges it came to notice that the 'Floating Wings' emblem that is fitted below this badge on a Big 15 and is used on most other Tractionns on the crankhandle cover, was the fact that most wing patterns were in a clockwise direction but some were in an anti-clockwise direction, if anyone out there has an explanation for that I would be glad to hear it as we were all baffled by this at the time.

Getting back to the car I decided to remove the transmission to have another crack at the oil leak from the rear of the engine, when I assembled the engine I spent a lot of time setting up the rear main bearing slinger but felt



Part number 451751. Machine shaded shoulder to accommodate spark plug seal – allow 0.5mm crush.

FLEET FOLLIES

Zeiss factory in Jena.

The 'Propaganda Unit' assigned to the 19th Division was being dismantled and personnel assigned either to fighting units or other duties.

My assignment was to join up with Riga Film in Turingen via Berlin - War Correspondent College [SS Standarte Kurt Egers]. in Zelendorf

Training at the college besides subjects peculiar to film-making [composition and assembling of stories] included political indoctrination, extensive physical training and the use of weapons.

As the life expectancy of a cinematographer covering war was roughly 18 months, I was teamed up with another young trainee from Vienna waiting for assignment,

Luckily, Riga Film remembered me and their request for me to join them was granted.

And so I finished the war in Turingen.

The 8th Army knew who we were and what we were doing and we were put into a couple of trucks and taken to their head-

the oil was coming from the back of the camshaft. With the transmission out it was quite evident that this was the cause of a lot of the problem, I had fitted an 'O' ring to seal the bush in place that acts as a sleeve for the water

the editor.

The other problem I had was making the car run smoothly with the twin SU carburettors I had fitted to my Traction but as time was running out I decided to run them as they were, even though

I had purposely left them a little rich to reduce the liveliness of the

engine. The car performed very well except for the tendency to jerk on rough roads and it was difficult to keep at a constant speed. After due deliberation I resolved the engine was fine but the linkage was not; as André Citroën designed the engine to have 'Floating Power' every time the engine moved so did my throttle opening, as soon as I arrived home it was off with the inlet manifold and I modified it so the original wire control could be re-fitted. Problem solved. I drove the car to the Concours in Melbourne the next weekend and it was its usual delight to drive once again. The moral is 'Mess with André's Design if you Dare.'

What a joy it was to perceive the world again from behind those magnificent headlamps, watching the scenery in their reflections, next stop Launceston!
Rob Little

FLEET FOLLIES

pump driveshaft which has an oil return thread to drain the oil from the rear of the camshaft back into the sump. It was at this stage I was wandering around about looking for a better way, then my mind strayed to 'D' series spark plug seals which are of the ideal size both ID and OD and a lovely compressible soft rubber, I then needed to machine the shoulder back on the sleeve to accommodate the deeper seal and leave a bit protruding for a compression fit against the engine block, this was done and when fitted with a bit of Silicone sealant a lovely ring of sealant was left around the joint. I do not know what other people have done to seal this but if you see the accompanying drawing this is a very simple fix. I have not included dimensions as I lost my original drawing. Any other fixes for this problem or any other please feel free to submit them to

In this magazine Leigh has re-published the first of four articles on 4 speed conversions, these were first published some twenty years ago in 'Front Drive'. Many members relatively new to Tractions may not have any knowledge of these conversions. They have been around for

a long time and if carried out correctly are very successful – making your Traction a far more driveable car in modern conditions. Having said that I am not trying to enrage the purists among us or infer that the Traction does not drive well in its original form but the performance of an ID engine with 50% more power and the addition of a third gear takes the Traction from a more vintage 1930s car to a car with a much more modern drivetrain. I have toured Tasmania twice in Tractions and once in the company of another with a 4 speed conversion and the difference is chalk and cheese, how I longed for that third gear on those long uphill pulls south of Hobart or through the centre where I was stuck in 2nd gear at 30mph and wondering just how strong my gearbox really was!

I have written about these conversions in the past and have explained that we are willing to do a bulk order of output shafts and machined gearbox housings if there is a demand and also that the articles we have published do not depict the only way to

carry out these conversions, there are quite a few variations on the gearshift and I have invited other members to illustrate the way that they have performed this modification. There are also variations in the water pump,

alternator/generator and drive pulley conversions but the major hurdle everyone needs to get over first is reducing the width of the ID transmission to fit into the Traction cradle. Any member interested in progressing with a conversion can call me anytime and discuss it further.

Parts and tyres are still selling well with record sales registered in September/October. Tyres are particularly good value at the moment and likely to remain so as our dollar continues to appreciate against other world currencies.

I re-visited the article sent in by Greg Fienberg some time ago about clocks for Tractions, if anyone has a clock from a later Traction with round dials to spare and would like to donate it to the Club, now would be a good time to set up a changeover system as these need to be paid for in US dollars and the present time is the best time to do it.

I recently looked under my wiper motor after returning from the 75th Anniversary Rally and found it was only hanging by one bolt. The others had broken

SPARE NEWS

away from the rubber moulding, so I promptly replaced it with a new mount. These are available through Club spares under p/no 741583 and are priced at \$38.76 each. So if you have a Slough built Traction it is worth having a look

SPARE NEWS

at this item.

The French models do not suffer from this as they have a completely different wiper system.

Other items of interest I

In the first of these articles Bill Graham and Jack Weaver's combined knowledge is pooled to provide some initial advice on ID conversions.

GEARBOX PROBLEMS

TRACTION TRANSPLANT 1

The major cause of really serious mechanical problems in the Citroën Traction Avant is the loss of a tooth or teeth from the crown wheel and pinion [CWP] in the transmission final drive. Experience and common opinion seem to support this proposition. The CWP and the low gear constant mesh pinion have long been the transmission's major weak points and appear to result from design [and material?] faults in the original production.

Other Traction weak points,

have brought in recently are heat shields including the fuel pump shield. This sold for around \$70, but was very well made and really looked the goods, I am currently bringing in some generator heat shields and hope they are of similar quality.

That's it for now, I hope the articles on conversions are found interesting and please read the wanted columns as I am posting a few items there.
Rob Little

such as the drive shafts, do not normally cause the instantaneous and traumatic immobilisation which a bad CWP failure is well and truly capable of producing. While there are examples of CWPs having 'travelled many tens of thousands of miles' without or before failure, none-the-less, every few months or so, we hear the tragic story of a club member whose car has become immobilised because of CWP failure.

Were the problem to be just the loss of the CWP itself, it would be bad enough. However, the situation can be one of either a 'clean break' or a 'dirty break, as David Gries so eloquently puts it. In the clean break situation, the piece[s] of broken gear tooth fall into the bottom of the transmission case, and the prudent driver,

hearing something amiss, stops his vehicle and does not proceed. He 'only' has to find a replacement CWP and rebuild it into the transmission. In the more tragic and not uncommon dirty break situation, the broken tooth, after falling to the bottom of the box, is picked up and jams between the crown-wheel and pinion gears themselves. This may occur immediately on breakage of the tooth, or commonly, if the imprudent or unwary driver ignores the characteristic clicking due to the missing tooth and 'pushes on', the broken piece subsequently picks between the moving gear faces.

The result is usually very sad. The momentum of the car, conveyed from the road-wheels through the transmission, causes the still-rotating crown-wheel and pinion to be strongly wedged apart by the presence of the 'foreign object' jammed between them. The usual result is that sufficient lateral force is generated to actually split the gearbox and bell housings, and incidentally to deposit the transmission oil on the roadway beneath. It is possible that other gears in the transmission will be damaged also by the shock loadings. All in all, not a pretty sight! Now the Tractionist must find not only another CWP but also another gearbox casing and possibly other parts as well. Even spare casings are now difficult to come by.

Admittedly, opinions vary a bit, and almost certainly, having

a properly adjusted CWP is a better bet than plugging fervently onwards with a pig-in-a-poke type of set up of uncertain background.

However, any CWP you come across now [except the few newly-made ones] will be many years old, probably have done a lot of work, and probably have fatigue and worn case-hardening added to any 'built-in' shortcomings. While insensitive clutch operation and violent acceleration on hard surfaces may increase the risk of CWP failures, there are stories of that ominous 'snap' sound occurring when gently backing out from the curb, especially when the car is cold.

Thus, I believe it is no exaggeration to consider any Traction gearbox still fitted with an original-type CWP as a potential time bomb, just waiting to cause serious and expensive damage to your Tractioning pleasure.

WHAT CAN BE DONE ABOUT IT?

The ideal would be to rebuild the Traction gearbox, using a newly-manufactured modern CWP. That way, you would gain reliability and retain originality which many are keen to do. Of course, you should make any other improvements and repairs to the box at the same time [second gear bushes, bearings, seals etc]. However, unless you bought a set when they were still available [\$300/set], you will find that all the original run of new CWPs made in Europe a few years ago

have now gone. Plans to make further sets of CWP's in the UK [or even here in Australia] seem to be in abeyance at present, the main obstacle in all cases being to get enough orders in advance to provide for a long enough production

TRACTION TRANSPLANT 1

run and hence to get an acceptably low unit cost. Incidentally, if you had bought your spare CWP in 1960, they would have cost you all of £19 each!

The other way is to install an alternative gearbox and put your Traction box aside so it does not destroy itself in use and so it can be rebuilt later when new CWP's become available. It could be argued that by doing this, you are actually retaining the ability to readily restore your car to full originality at some later date.

WHICH ALTERNATIVE?

One could replace just the gearbox;

adapting it to fit onto the Traction motor, or what would be easier in all probability, find an existing motor/transmission of similar configuration to that of the Traction, and 'slip it in' as a unit. For example, the Renault 16,

18, 20 etc power-units are aligned 'north-south', have the gearbox

to the front, with front wheel drive off take coming out between the box and motor. Alternatively, one might consider 'transmission only' adaptations, taken for example from VW Beetle, Renault, Subaru, Skoda and so on. All these would require a reasonable amount of modification to make them 'fit' at the mounting points, clutch housing and driveshaft coupling points. No doubt, such problems are not insurmountable however, and there is one local example where a VW gearbox has been used as above but with a 'foreign' motor as well.

However the most common and earliest adaptation is based on the power unit which followed the Traction - that of the 1,911cc Citroën ID. A 1,911cc Citroën DS unit can also be used if an ID gearbox lid is available to be fitted to it.

The crown-wheel, bevel pinion and differential are compact and in unit with the gearbox, the bevel pinion being integral with the gearbox layshaft. Short transmission shafts run at right angles to the front wheels.

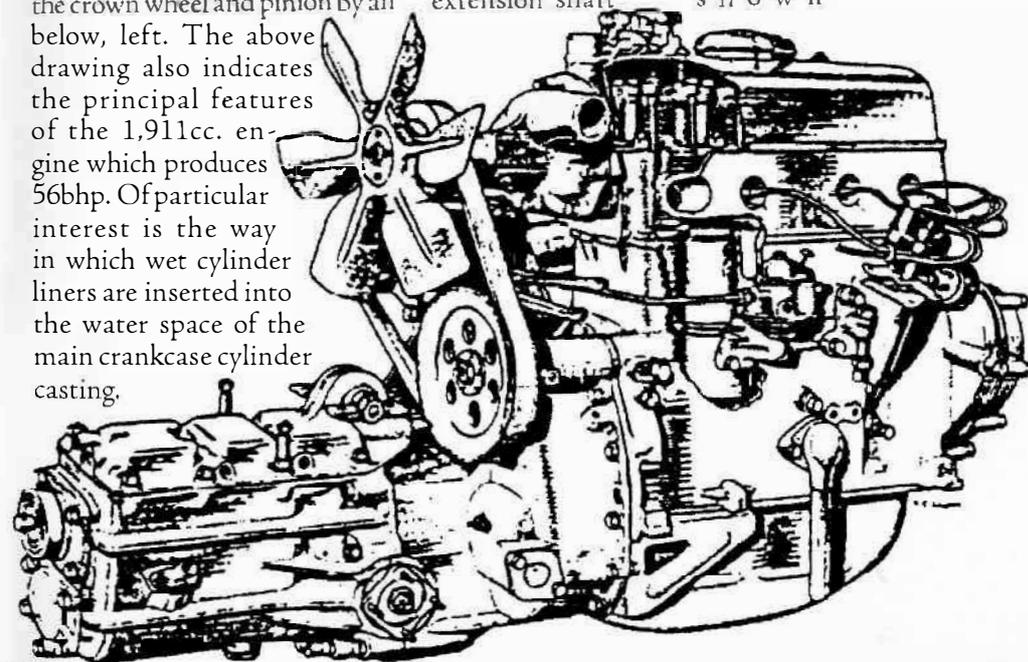
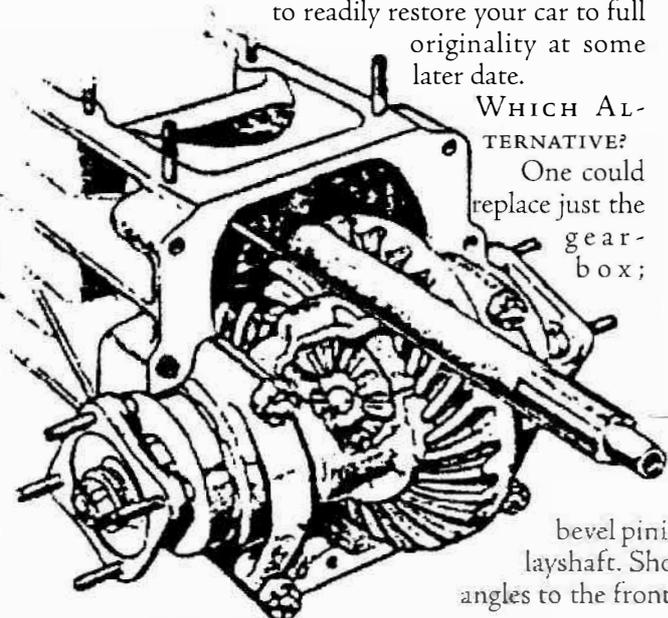
Apart from having a cross-flow head [carburettor on the left side of the motor] and four forward gears instead of three, the ID power unit is and looks very similar to that of the Traction. Many components are interchangeable. Hence, the ID unit does not look 'out of place' under the Traction bonnet. If you are keen enough, you can 'Tractionise' the ID unit by fitting the non-cross-flow head and manifolds. Even the Traction-style two-rod gearshift has been very effectively adapted to fit the ID gearbox in one instance.

With such modifications, the ID power unit can be made

so that only the relative expert would pick it as non-original. And you have eliminated many worries and gained some positive benefits - no gearbox worries, more power, shell bearings on the crankshaft, four speeds with a higher and easier cruising top gear etc.

Careful planning and fitting keeps modifications to the Traction engine bay [and cockpit] to an absolute minimum - usually the odd small hole which can be plugged up later if desired - so that refitting the Traction unit later is not a problem in terms of structure or appearance. No wonder it is such a popular con-

The three-gear gearbox on the Citroën is mounted ahead of the front wheel centre as clearly shown in this drawing, the drive being taken over the crown wheel and pinion by an extension shaft shown below, left. The above drawing also indicates the principal features of the 1,911cc. engine which produces 56bhp. Of particular interest is the way in which wet cylinder liners are inserted into the water space of the main crankcase cylinder casting.



version.

Any Tractionist is well advised to collect an ID power unit [or gearbox at least] and put it aside for this purpose. Do not leave your move too late though – even ID units are becoming

TRACTION TRANSPLANT 1

scarce. Incidentally, it is claimed that the first 'ID conversion' may have been performed in Australia or New Zealand – more research and story to follow?

Footnote Lest the above discussion appear to be a misleading indictment that Traction CWP's 'have only themselves to blame' for their demise, it should not be overlooked that gearboxes using these components were employed very successfully in competition

situations. However, this usually required strengthening and stiffening of the box to ensure that the CWP remained in proper mesh under load. In fact, the major obvious improvement apparent in the ID box in this regard is not in the CWP design but in box strength and the rigidity of location of the components.

Hence, in rebuilding a Traction gearbox, it is highly advisable to closely examine it and consider making some of the after-market or competition improvements to enhance component lifespan, especially of the CWP.

This article, by Bill Graham and Jack Weaver first appeared in 'Front Drive', September/October, 1988. Volume 12, No 3



FOR SALE

1953 2CV

1953 Ripple Bonnet for sale, chassis no 8530078, registered in WA [1 CRY 966] till Dec. Present mileage 43,441. The car has been restored by previous owners. It is in excellent condition. It has new: brakes including all rubber lines and hand brake cables, clutch and clutch cable, carbi, master cylinder, wheel bearings, drive shaft cross joints, battery, engine mounts, points/condenser, coil, plugs and leads, fuel line, heater tubes. The wheels have been balanced and the gear box overhauled. The work was carried out by 2cviking and David Gries. I have German roof fabric ready for



FOR SALE

fabrication. \$18,000. A '53 ripple in this condition is rare. Contact: Carl Perrin, [08] 9386 3268 or 04 1247 2527 or by email kaycarl@efel.net.au

SLOUGH 1955 2CV

What a rare opportunity. This sort of car is very rare to find anywhere – let alone in Australia. A Slough-built, 1955 2CV. Well looked after and in very good condition. No rust. VIN 8551024. Rego RNB 401. Registered till 10/7/2010. Based in Point Cook, Melbourne. Asking \$10,500 ONO. Contact Henk Radelaar, [M] 0434 537 655, [W] 03 9665 7516 or email: hradelaar@gmail.com

[33/04]

1997 SERIES 2 XM



Less than 150,000k. Immaculate condition inside and out [slight bumper corner scrapes]. Leather interior, factory sunroof. Cam belt done recently, 4 new tyres, regularly and thoroughly maintained by Citro Motors. Vic Rego until March, SFB 690 \$13,500 Contact: Tony Layh, 04 1857 3108 or tonylayh@netspace.net.au [33/04]

1950 LIGHT 15

1950 Slough built Light 15 Type 11CL8, CN 134511. Dismantled, very rusty hull, good motor, gearbox. Complete car. \$4,000. Located Bathurst NSW Contact: Peter Siers, by email psiers@bigpond.net.au for a fully detailed description.

WANTED

CCOCA WANTS CLOCKS

Any clocks from late model Traction [round dials], to be used a changeover for parts service. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]

SLOUGH TRACTION BUMPERS

Desperate We have a member looking for English round bumper bars for a Big 15. There must be some out there somewhere. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]

TRACTION JACK

Jack for Traction also one wheel needed as spare wheel has been lost, English big boot car. Contact Rob Little [03] 5823 1397 or spareparts@citroenclassic.org.au [33/06]

SET OF ID WHEELS

Set of Citroën ID early series 165 x 400 wheels ie: the ones with the enlarged central boss. Please contact; Chris Long, phone 04 1254 0232 or email: chris.long@internode.on.net

DS WEDDING CAR

Darren Brink is seeking a DS or ID for his wedding in Warragul. Date in 10 April, 2010. Contact Darren on 04 1706 8703 [33/05]

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]