



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

FRONT DRIVE

AUSTRALIA'S & NATIONAL & MAGAZINE &
FOR & CITROËN & OWNERS & AND & ENTHUSIASTS

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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.

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

MEMBERSHIP

Annual Membership is \$55. For overseas membership add \$17.50.

Life Members

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

Rob Little	2012
Ted Cross	2012
Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

Cover Image

The cover image shows the main street of Lauterbrunnen, Switzerland and was taken by the editor in 1984.

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The deadline for the next edition of 'Front Drive' is Friday, October 18, 2013.

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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. 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 Lance Wearne.
Phone: [07] 3351 8327 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 Kay & Robert Belcourt at 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.doublechevrans.aunz.com

It is great to know that members are working on their cars. We know because Lance Warne keeps selling you parts. But it is even more heartening when member write about the work they have been doing ~ enabling others to share the experience and learn new things on the way. This month we have a feature from Tasmanian~based member Tim Waters. Tim has recently fitted a power steering kit to Light 15. To suggest that this work has lightened the load that is driving a Traction Avant is an understatement. Read his experiences on page 14.

Of course once you have worked on your car you want to show it off. And that is exactly what club members Gordon and Brenda Bell have done on page 25.

Once your car is looking 'schmiko' you want everyone to see it. Actually, even if your car has just had a wash you do want people to

admire there great cars we have. Where better to display your vehicle than at the Combined Citorën Concours? The best array of Victorian-based Citroëns from both ccoca and cccv will be on display at Seaworks on October 20.

But this year, for the first time, we have aligned the Concours to the All French Day or French Car Festival. Not only will you see the best Citroëns, but the best Renaults, Peugeots, Alpine. Simca, Amilcar...

The French Car Festival is not merely the best French automotive design, it is a celebration of all things French.

The organisers are keen to have the best cars not just from Victoria ~ but the best from all over the counrty. So, why head to Melbourne and participate in this multifaceted French event? Read all about it on page 11.

Enjoy,
Leigh F Miles



Great article by Daniel Eberli. The recent Front Drive cover story on the maintenance of Traction stopping power. And I thought my 11 was done and dusted ~ now I'm creeping up to every red light. And another Mt Hotham decent... well not before I have a close and serious look at Daniel's

very detailed technical info. Thank you Daniel for your valuable advice

I have always complimented Leigh on the marvellous supply of period Citroën-esque panoramas he manages to present for the FD front cover. They set the scene, invariably atmospheric, ethereal, conditioning the imagination to begin a journey into the pages of our favourite magazine... And so just a lead in, to say I was thrilled when he selected that favourite photograph of mine, yes it is a Familiale, pacing the Tour cyclists along the Concarneau waterfront. The shot scene fits the bill ~ snapping a moment in a past time, touching the mind to taste fresh air and to travel to new places.

It's a sunny scene. The cyclists' shadows are directly under them ~ it's the short shadows that dislocates us from the image. Subliminally we know this is not our sea front, this is a foreign setting, regardless of the era of the hardware. It's somewhere different, that's why I like the scene, and I want to go there.

And fortunately Wendy and I have just been somewhere different, where we haven't been before; we touched a lot of countries, not

that this was a competition, it just happens that way when in Europe ~ Italy, France, Germany, Denmark, Sweden and Norway. The weather was beautiful, just before the shadows lengthened to beyond what we know. For us the Scandina-

vian countries really overloaded our minds. Diverse landscapes, endless re-entrant coves and harbours, cities and villages evolved to human scale. They welcome and are forging to engage their digilogical futures. Too much to absorb.

It is difficult in this young country, speaking of election promises, to cast a knowing future. For me history is like rowing a scull; you only know where you are going, when you can see where you have been.

Regardless of the federal polling result, the ministries responsible for Education, Renewable Energy, Transport Infrastructure and Foreign Ownership for me are the critical areas to be brought into focus. Travel broadens the mind, but options for the future are narrow.

Self-determination is essential now at this time where the rate of tech/eco/social change is exponential. The alternative is to be over run by clever countries that have deep histories of national consciousness. I hope I can wish, on behalf of all of our members, our new government diligent energy in forming the future of our country.

Peter Sandow ~ President

PREZ SEZ

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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

• OCTOBER WEEKDAY COFFEE

WHEN: Tuesday, 8 October
TIME: 10:30am
WHERE: Deep Dish French Café
cnr Highett Rd and
Station St, Highett
COST: Cheap Eats
BOOKING: Essential
CONTACT: Mike Neil,
04 1821 1278
activities@citraenclassic.org.au

Just an easy weekday activity
where we can discuss anything,
like future weekday destinations
COMMITTEE MEETING

& CHEAP EATS

WHEN: Wednesday, 16 October
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Ted Cross,
[03] 9819 2208
secretary@citraenclassic.org.au

PRE-CONCOURS DINNER

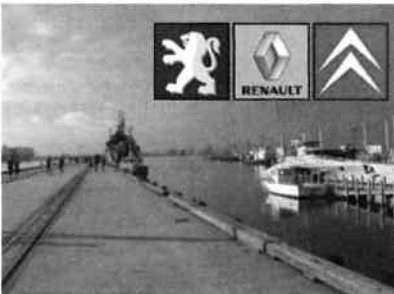
WHEN: Saturday, 19 October
TIME: 7:00pm
WHERE: Sapa Hills II,
623 Glenferrie Rd, Hawthorn

COST: Depends what you eat
BRING: BYO, wine only
BOOKING: Essential by
11 October
CONTACT: Mike Neil
04 1821 1278
activities@citraenclassic.org.au

Great food, atmosphere and service
at affordable prices. Sapa Hills
offers a truly unique Vietnamese
dining experience. You'll enjoy
the atmosphere and comfort this
restaurant offers, with plenty of
space, and an ambience inspired by
the geography and people of the
Sapa region of Vietnam. The food
is fresh, colourful and carefully
made. There is an extensive
menu including all your favourite
Vietnamese dishes as well as
some truly authentic cuisine from
Northern and Southern Vietnam.
And if you're vegetarian or gluten
free you'll also be impressed by
the choice.

FRENCH CAR FESTIVAL & ALL CITROËN CONCOURS

WHEN: Sunday, 20 October
TIME: 8:30 for 9:00am
WHERE: Seaworks Maritime
Museum Precinct
COST: \$10 per car
BRING: Your polished Citroën



BOOKING: Essential to be
part of the special display.
Otherwise, preferred
CONTACT: Mike Neil
04 1821 1278
activities@citraenclassic.org.au

The most important diary
entry for our French Car
community. Check out
the full details on page 11
of this edition of Front
Drive..

CLUB MEETING ~ GUEST SPEAKER

WHEN: Wednesday, 23 October
TIME: 7:30pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required
CONTACT: Mike Neil,
04 1821 1278
activities@citraenclassic.org.au

We are very lucky to have Phil
Harding, Managing Director of
Holden Special Vehicles, he's a bit
of an enthusiast! Get to ask about
Australia's world class design
team. To set you in the mood, we
have reprinted an interview done
with him recently, regarding HSV's
new 430kW GTs.

• NOVEMBER GARAGE CRAWL

WHEN: Sunday, 10 November
TIME: 10:30am
WHERE: Roger Brundlé's,
Castlemaine



COST: Free
BOOKING: By 8 November
BRING: Something to throw on the BBQ for lunch
CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

toration, and Roger's 13,000mile SM will be on display. There is a large undercover patio and a gas barbeque will be available. Address details will be confirmed when you book with Mike.

A-TRACTIONS

Situated in the countryside just out of Castlemaine, Roger has a large and well-equipped workshop. Under restoration are two very early Slough DSS ~ a 1957 DS19 and a 1958 ID19. Also in the workshop is Roger's build of a 2CV/GS hybrid, and work has started on a half-scale DS cabriolet. There is a 1951 IBN awaiting res-

WEEKDAY COFFEE

WHEN: Tuesday, 12 November
TIME: 10:30am
WHERE: Deep Dish French Café
 cnr Highett Rd and
 Station St, Highett
COST: Cheap Eats
BOOKING: Essential
CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

Just an easy weekday activity

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where we can discuss anything, like future weekday destinations

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 November
TIME: 7:00pm
WHERE: Check with the Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Ted Cross,
 [03] 9819 2208
secretary@citroenclassic.org.au

SPECIAL GENERAL MEETING

WHEN: Wednesday, 27 November
TIME: 7:30pm
WHERE: Frog Hollow Reserve
 Rooms, Fordham Ave.,
 Camberwell. Melway 60, B3.
COST: Cheap eats
BOOKING: Essential by
 26 November
CONTACT: Mike Neil,
 04 1821 1278
activities@citroenclassic.org.au

It is not often that the Club has needed to hold a Special General Meeting ~ in fact in my time with the Club this is the first. There have been changes to laws that allow Clubs to operate as Incorporated Associations in Victoria. In conjunction with these changes new Model Rules of Association have been developed, and which take effect in late November of this year.

If the Club does not, before this date, adopt a set of Rules of Association that comply with the

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
 October 24
 November 28
 [3RD Thursday] December 19
TIME: 11:00am
FROM: Ocean Grove
 Industrial Estate,
 1/29 Everist Road
TO: Victoria Hotel,
 Hesse Street, Queenscliff
COST: Cheap eats
 pub lunch [drink in moderation, if you drink, don't drive]
BRING: An interesting car
BOOKING: Not required
CONTACT:

Mike Killingsworth
 04 1755 2446

The 'ccoca Boys Day Out' also known as 'Technical Lunch Day' is a well known get together by boys with their toys, meeting first at Mike's Shed where for a short time: lies, more lies and outrageous anecdotes are swapped, then off for a short tour of the Bellarine Peninsula, stopping off at Portarlington for a chat. Thence onto the Victoria Hotel where, exhausted by all the tales tall and true, lunch may occupy the mind! 2pm is thought to be a time to pull the plug and make your way. It's a great day... bring an interesting car, but we are not too strict re the car... we just do not want a procession of Nissan ent-ails... or should that read x-trails?

new legislation and have them ratified by the Registrar than the Model Rules will automatically be applied to the Club. The Committee has now endorsed a set of Rules for the Club that have been developed by Leigh Miles

A-TRACTIONS

and Max Lewis. While these align closely with the Model Rules they are different.

For example, the Model Rules do not allow Ted Cross or Peter Boyle to be on the Committee, simply because they are Life Members of the Club!

You will receive in the mail full details of the Model Rules and the proposed Rules of Association for the Club. You will also receive a proxy form. Please either join us at the Frog Hollow Reserve Rooms or return your completed proxy form to the Club in good time.

• **DECEMBER**
DESIGNING 007:
50 YEARS OF BOND STYLE
 WHEN: Sunday, 1 December



TIME: 1:30pm
 WHERE: Melbourne Museum,
 Nicholson St., Carlton
 COST: Adult \$24,
 Conc \$16, Child \$14
 BOOKING: Preferred by
 30 November
 CONTACT: Mike Neil,
 04 1821 1278
 activities@citroenclassic.org.au
 WEBSITE: <http://designing007melbourne.com/>

Entry is by timed ticket and should be bought, in advance. Either ring 1300 130 152 or buy on line at museumvictoria.com.au/whatson

This exhibition is exclusive to Melbourne and celebrates half a century of the most charming and sophisticated secret agent. Designing 007 ~ Fifty Years of Bond Style presents the craft behind the icon, focusing on the distinctly British luxuriance of the world's most iconic movie brand.

Vehicles and gadgets on display include the 1964 Aston Martin DB5 which famously returned to the screen in 'Skyfall', Pierce Brosnan's BMW motorcycle and state of the art Ericsson mobile phone from 'Tomorrow Never Dies', the attaché case featured in 'From Russia with Love'.

EARLY WARNING ~
CCOCA CHRISTMAS

WHEN: Wednesday, 11 December
 TIME: From 6:30pm
 WHERE: Max & Rox Lewis,
 1 York St., Moonee Ponds
 COST: Free

French Car Festival, Seaworks Museum, Williamstown, 20 October. Melways 56 E9. www.frenchcarfestival2013.net

This year's French Car Club get together is being organised by the Renault Car Club of Victoria, with a fresh approach and location. The CCOCA committee has embraced this event, and combines our joint Concours with CCCV there.

The great advantage of the Seaworks site is much of it is undercover, and so we are encouraging/searching for those extra rare French cars of any make to be presented there, making it one of the richest most comprehensive showing of French Cars in the Southern Hemisphere... ambi-

tious? Well, we are all ambassadors, and if everyone lobbies anyone they know with a car stashed away, whether members or not, we should get a great result.

Features of the Day are:

☞ Cars can be stored overnight

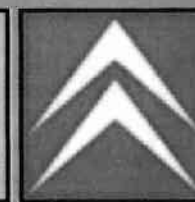
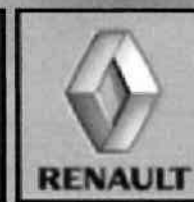
FCF & ALL CITROËN CONCOURS

Saturday if it suits you, interstate visitors may find this attractive, especially for trailered cars

☞ Event starts at 9am, and cars will enter as arrived at the site. It may be better to rally nearby so we can arrive together which will make holding the Concours easier

☞ Entry fee \$10/car

☞ Dealer and trade displays,



French car repairers and parts businesses will attend, along with a car detailing demo and supplies and a Model Car dealer

✂ Cultural attractions include Melbourne's only French Gift

with its own music starting at 2.30pm

✂ The Festival will be covered on video for inclusion into Classic Restos on Channel 31.

So, you can bring the family and friends and have a great day out!

There's also a possible mooring of the vessel,

Steve Irwin right alongside the dock, as Sea Shepherd is one of Seaworks' tenants. Keep an eye on the site too as the above attractions are listed there and updated regularly.

Only thing left to do is search for those elusive rare/significant/special bodied cars which could be living in your street, and let Mike Neil know of them. You can contact Mike on 04 1821 1278 or activities@citroenclassic.org.au.

BUT WAIT THERE IS MORE!

October 20 is also the Combined Citroën Concours d'Elegance.

This year it's CCOC's turn to organize the biggest car orientated local Citroën event. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take

their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like you help out that makes the event a success. So, talk to Mike to volunteer your services, please. This year there are eight classes:

- ✂ Rear Wheel Drive
- ✂ Traction Avant
- ✂ DS/ID & SM
- ✂ 2CV A-Series
- ✂ AX, BX, CX, GS
- ✂ XM, Xantia, Xsara
- ✂ C2, C3, C4, C5, C6
- ✂ Car of the Show
- ✂ Popular Choice.

Shine your Citroën, bring along your family and friends and make a day of it. We

look forward to seeing you there.

So all you need to do is start preparing your car now for the event.

As one of the major participants in this event we will be looking for ccoca members to volunteer their time on the day to help out. Contact Mike if you would like to lend a hand.

A N D ONE FINAL THING...

Don't forget that we have booked for dinner on the evening before at Sapa Hills II in Hawthorn.



ICF & ALL CITROËN CONCOURS

Shop, live music, a cooking demo by Gabrielle Gate, food and coffee stalls, raffles, merchandising stalls, a special-ist French car advice tent and a site Tavern which opens around noon



I am the happy owner of a 1951 Slough-built Light 15. Indeed, I have owned it for some 13 years now ~ which is a record for me. Although it gets a frequent outing, I have always hesitated to take it through

which led to my acquiring their power steering kit for the Traction. [It cost around \$2,000 landed and was ordered noting that my car was Slough-built, RHD and converted to 12V negative earth].

MAKING LIGHT WORK

the city, as its steering is very heavy, it has a large turning-circle and one does not simply do a quick reverse park when driving around looking for a spot. In fact, city driving is just plain unpleasant. At one stage, I toyed with the idea of fitting conventional hydraulic power steering [ex. Torana gear with a pump from Repco], but finding the room and drive for the pump was a problem, so it never got advanced.

And then we learn that the Dutch have developed the EZ Electric Power Steering unit, which can be fitted to most old cars, and there was a kit for the Traction. The system involves a computer-controlled electric motor which, through a sophisticated sensing system, provides assistance to turn the steering shaft in the direction dictated by micro-movement of the steering wheel. It is just plain clever. The level of assistance can be dialled up with a controller mounted on the dashboard.

So I entered e-correspondence with EZ's Roger Reijngoud

I mentioned what I was buying to a friend of mine who is into model railways and builds his own kit locomotives etc. He said simply that on his experience, if it was Dutch design and manufacture, it will be well engineered and it will work. He was quite right on both counts.

The unit came complete with all necessary bits and pieces, [including a new steering-wheel nut and Woodruff-style key. I had opted for the upper steering column tube to be in polished stainless steel as a replacement for the old chrome-plated tube] and according to the Company's 5 page installation manual, it was a straightforward installation. Certainly, fitting the EZ unit is not technically difficult ~ well within the capacity of most do-it-yourselfers ~ but it did prove to be a bit fiddly and sometimes frustrating. Not quite as straightforward as the manual suggested ~ although if my car was the French model as featured in the manual, with a simple little instrument cluster ~ things would have been easier, as there would have been a bit more room and less congested

wiring behind the dash.

No special equipment is necessary, but I would advise those thinking of installing the EZ unit, to ensure they have a good set of mid-range metric spanners [including ring and tube] and sockets, with extension bars and a fine-movement ratchet. A power drill with a range of bits says 4mm up to 12mm diameter. An extension lead and work-light. A small arc-welder is also needed, [preferably a TIG unit], as well as a hacksaw and a good stock of various nuts, set-screws, washers and split-pins [as invariably you lose some and/or you decide to replace some]. You should also have a set of metric taps and die-nuts for cleaning-up threads to make them finger-run, covering the sizes: 6mm x 1.0, 7mm x 1.0, 8mm x 1.25, 10mm x 1.5 and 12mm x 1.75 [for the track-rod ball-joint stems]. You will also need a ball-joint separator [lever-and-screw type works well], Allen keys and a large Torx key to match the Torx set-screws on the motor unit.

It is important not to get anxious about setting a deadline for completing the project. Just take your time and work through it task by task, setting a daily goal. As I recall, I tackled the project in the following sequence and it went well.

DAY 1

✂ Put the front wheels up on garage ramps [as per local

auto shop], ensuring the wheels were 'straight ahead'

✂ Remove battery

✂ Remove steering-wheel

✂ Remove headlight switch unit, noting wiring [suggest unit be slid off the steering column rather than prise the clamp open and risk it cracking through the rivets]

✂ Remove wiring to indicator switch, [noting what goes where]

✂ Remove dash-board and instrument cluster [note wiring and don't forget to free up the choke cable and ignition advance cable [I have a 123 distributor but have kept the advance cable as 'heritage' even though it serves no function].

This will do for Day 1.

As I was not happy about cutting and welding the old steering-shaft in-situ, [awkward, overhead positional welding is not the best option, as the integrity of the weld can be compromised] and I wanted to check the steering rack and renew the rubber gaiters anyway, I decided to remove the steering gear completely. It is not difficult, but a bit demanding for just one person, as the rack is a bit heavy and cumbersome.

DAY 2

✂ Remove split pins and nuts and disengage track-rod ball joints [temporarily jack up and remove adjacent road wheel in turn, to improve

access]. Note that the ball-joint extractor will likely damage the old grease cups. Don't worry, they are not all that good anyway, and a steering specialist will have better, rubber grease boots

MAKING LIGHT WORK

as replacements]. Swing the track rods up out of the way and tie them to the rack, using string or large cable ties.

- ✂ Undo the four bolts that secure the steering rack to the chassis and ease the unit down and forward. A trolley jack under the rack can help control the lowering and withdrawal. [A second pair of hands would be useful]. Note that you may have to jack up the RH wheel again ~ about 75mm ~ just to allow the steering-shaft to withdraw fully. Place the steering gear on some timbers, ready for cleaning and checking-over. This will do for Day 2.

DAY 3

- ✂ Clean the scunge off the rack, give it a hand paint and do what work you had planned [eg. fit new gaiters, check condition of gear ~ especially the base of each rack ball-joint stem, as the old metal grease-retainers can cut into the stem and weaken it. Re-lubricate and re-assemble]. Working on the steering gear

is not especially daunting, and special 'Citroën' tools are not really necessary, given today's plethora of hand tools, although a good strap wrench is handy.

This will do for Day 3.

DAY 4

- ✂ Sitherack up on a couple of wood

horses, [one supporting the shaft], so that you can measure and cut the steering-shaft more easily

- ✂ Unpack the EZ unit on the bench and temporarily fit the splined coupling to the motor output

- ✂ Measure the distance from the threaded end of the new steering-shaft down to the bottom-end end of the coupling, and then subtract 70mm [to allow for the old shaft to go up into the coupling]. This dimension is the length to cut off the old shaft. Mark the old shaft accordingly.

- ✂ Also mark the position of the steering-wheel keyway with a line, using a felt-tipped pen, to later check the position of the steering wheel.

- ✂ Summoning all your courage, cut the old shaft. The steel is surprisingly soft and the cut-off is easily done with a hand hacksaw. [You will then find the shaft is hollow ~ which I never knew]

- ✂ Go inside and have a brandy

to calm the nerves.

- ✂ With a file, give the old shaft a clean-up in the area that is to be welded, bringing up shiny metal for the weld.

- ✂ It is likely that you will have to renew the weather seal where the shaft goes up into the bodywork, as well as the pinion bearing weather seal at the bottom of the shaft. Using a template, cut a new body weather seal from rubber sheet and if you need to renew the bearing weather seal, make one using an old-style, solid rubber house door-stop from the local hardware shop [eg. Bunings], drill it 20mm and fit a piece of 38mm rubber hose over it with about 5mm projection. Use a non-hardening adhesive and cable tie and bingo; you have a new dust seal.

This will do for Day 4.

DAY 5

- ✂ Undo the bolts that hold the two-piece clamp for the rubber bush at the bottom of the steering tube. This is fiddly, as the clutch-pedal mechanism is in the way, but it can be done. The nuts are accessed down next to the brake master-cylinder. [It is very likely that the rubber bush has fused itself on to the old tube and simply loosening the clamp will not allow the tube to be withdrawn].

- ✂ Undo the nuts holding the

upper tube bracket to the dash frame and withdraw the whole steering tube with clamp, bracket and bushes.

- ✂ Slide the new pinion-bearing weather seal down the shortened shaft to the pinion box, and then the [new?] body weather seal. Remove the shaft bush from inside the bottom of the old steering tube and slide it down the shaft also, all in that order. Use some tape to hold these items away from the weld site.

- ✂ Remove the new, splined coupling from the power unit kit.

- ✂ It is important to determine whether-or-not the shaft and the new coupling are of different steels [mine were]. A simple spark test will help. Just lightly touch each respective weld surface with an angle-grinder and observe the colour of the sparks. If different, then strategic welding is required.

- ✂ It is critical that the new coupling and the steering shaft be perfectly aligned axially and as the coupling counter-bore has about 1mm slop over the shaft, the shaft end should be neatly wrapped with a shim [steel or brass], such that the coupling is a tap-on fit. The shim needs to be for almost the full depth of the hole in the coupling [70mm]. When it is clear that the alignment

is good, welding can proceed. This will do for Day 5.

DAY 6

✂ If the old shaft and coupling are of differing steels, care should be taken to use a welding system that pre-

ing tube. This may prove a trying task, as the rubbers may have stuck to the tube. The lower one can be separated by the insertion of an artist's or chef's spatula and slid off. The top one is more difficult as it is a much tighter fit and tapping the bracket body

simply exerts a 'jamming' affect on the rubber. The spatula is employed again, together with a piece of PVC pipe of just the right diameter to match the bracket bezel, and with some olive oil [or similar hi-tech fluid] the bracket may be 'freed' with the spatula and tapped off the tube.

This will do for Day 6.

DAY 7

✂ Re-fit the steering rack [but do not yet re-connect the tie rods] and slide the new pinion bearing weather seal down against the pinion box and push the old rubber shaft bush [which is probably still in good condition] up the shaft into the column void just below the brake m/c. Push the [new?] sheet-rubber weather seal up the shaft to cover the body hole. Hold it in place with some double-sided tape or adhesive if necessary.

✂ Lower the new EZ steering tube [with the rubber bush and its two-piece clamp],

down over the steering shaft, far enough to leave the new coupling projecting clear, [having fitted the shaft bush in the bottom of the tube flush with the end]. Leave the tube in this position for the moment.

✂ Re-bolt the bush clamp plates to the floor, but leave loose ~ [hacksaw a slot in the head of the bolt behind the clutch-pedal mechanism, as this will help in holding it when the nut is fitted].

✂ Slide the steering support bracket down over the new EZ upper tube to about half way [the unit is still on the

bench].

✂ Fit the steering wheel temporarily [wheel-nut not necessary], then offer ~ I love that phrase ~ the new EZ power unit up under the dash, with the motor lying horizontally to the right [away from the handbrake ~ although it can hang in any position for the time being], ensuring the support bracket studs go into their holes under the dash but the splined motor shaft is not yet into the coupling. Do the support bracket nuts up finger tight

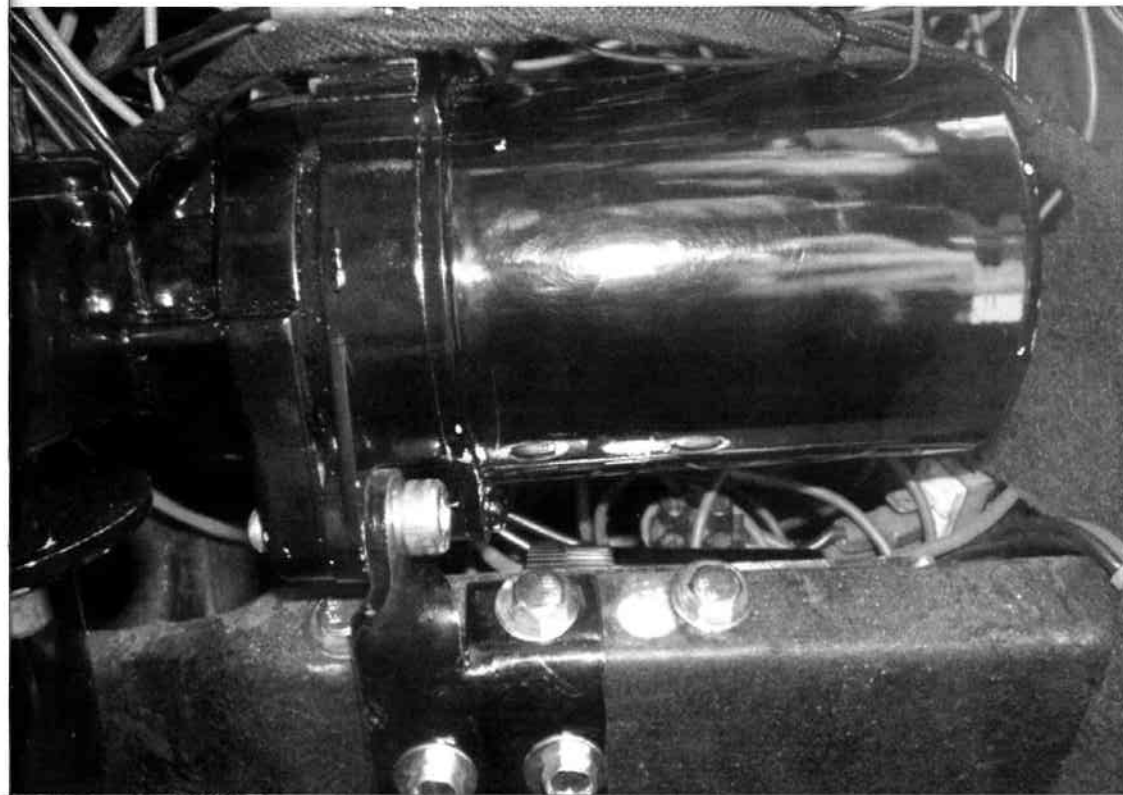
✂ Whilst supporting the power steering motor, turn the

MAKING LIGHT WORK

vents the weld from cracking [which is a real risk]. Recommend the use of a TIG welder [Tungsten Inert Gas], using a 309 ss filler rod ~ or similar system. This gives a strong and stable weld of very neat appearance. Ensure there is no undercut to the shaft. Suggest that the rack be held up high with the shaft and coupling resting down on the bench to allow a down-hand weld. Make sure the welder does not earth through the rack body, but directly on to the shaft, otherwise bearings and slide surfaces could be arc-damaged. [An ordinary arc-welder with low-temperature ss electrodes, will also give a good weld].

✂ Suggest two 4mm roll-pins be added as a belt-and-braces safety measure. Drill two 4mm holes through the coupling at suitable spacing and at 90degrees. Tap in the roll-pins and grind off excess.

✂ The top and bottom external rubber bushes now need to be removed from the old steer-



steering wheel to 'straight ahead' and with the motor still in the 'right horizontal' position, push the whole assembly down until the splined shaft from the motor engages the coupling.

MAKING LIGHT WORK

☞ Check that all is well and tighten the coupling bolt
NOTE ~ thoroughly soap inside the two external steering-tube bushes, as this will assist sliding for location and fitting.

This will do for Day 7

DAY 8

☞ With the track rods tied out of the way, gently turn the steering wheel from side to side, to ensure the tube support bracket 'settles' to a true axial alignment then secure the bracket without moving it.

☞ Remove the socket-head set-screws on the motor adjacent the coupling and slide the lower steering tube up to the motor, turning it to get the screw-holes in the flange to line up. Replace the set-screws finger-tight [space is tight]

☞ Ensure the EZ motor is still in the right horizontal position and fit the EZ anchor-bracket [to stop the unit from counter-rotating when in use], noting that this bracket will probably need

modification by re-bending to improve line-up and a cleat welded to it for better bolting the anchor to the bulk-head shelf up-turn. Suggest a piece of flat steel be bolted-in behind the up-turn, to provide a strong draw-up for the anchor bolts. Suitable steels are euphe-

mistically sold at Bunnings [and elsewhere] as 'mending bars'. Do the anchor bolts up tight.

☞ Remove one of the set-screws securing the lower tube [flange] to the motor body, and make a second [special] anchor-bracket to pick up this flange screw and the bulk-head up-turn. This may be a bit fiddly due to lack of space. Fit the bracket and tighten off all set-screws.

NOTE ~ use new set-screws of increased length to make up for the length lost by the thickness of the anchor-brackets. Make sure the anchor brackets 'slide' into position without any gaps or play, such that when tightened, there is no relative draw-up movement of the new power unit.

☞ Tighten the bolts securing the bush housing plates to the floor.

This will do for Day 8

DAY 9

We are now well into the home straight.

☞ Fit new grease cups to the

track-rod ball-joint pegs and refit the track rods, ensuring new split-pins are fitted.

☞ Mount the EZ computer box in a suitable place [suggest the wall of the battery-compartment under the dash], together with its fuse.

☞ Install the EZ rheostat controller [suggest under the traffic-indicator switch. The Legs of the controller bracket should be shortened and bent 90°, drilled and bolted-up under the dash frame.

NOTE ~ depending on the lie you wish the controller wiring to take, there is a need to drill

a dimple in the back of the controller-plate, to locate the rheostat tag and stop the whole unit from turning with the knob.

☞ Couple all motor wiring to the computer and rheostat [everything is shape-matched and all wires are colour-coded and tagged, so nothing to worry about], and join the thin red [15amp] activating wire into the ignition switch. Suggest an in-line fuse be included.

☞ Feed the heavy [red] power wire out though a suitable grommited hole in the fire-wall and connect it to



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the battery positive pole [or other suitable high-amperage power take-off].

This will do for Day 9

DAY 10

- ✂ Re-install the instrument cluster [don't forget the speedo drive cable] and dashboard.
- ✂ Re-fit the steering wheel and, pulling the headlight cables through the steering bracket, re-fit and connect the headlight switch.
- ✂ Re-connect the indicator switch.
- ✂ Re-install the battery and

connect it up, also the choke and advance cables.

- ✂ Prime the carburettor, pull out the choke and turn the ignition on ~ a muted 'click' should be heard from the EZ motor. Drive the vehicle back off the ramps
 - ✂ Have another brandy to calm the nerves from the excitement!
 - ✂ Drive around the block with a broad grin because **PROJECT COMPLETED!** This will certainly do for Day 10!
- So was it all worth it?



Absolutely. The steering is light and city driving is much more pleasant. I am even happy to try a kerbside, reverse park! Depending on the level of control dialled up, the effort now required to turn the steering wheel

steering wheel. It is just like driving a modern car. The EZ unit is fail-safe. If the motor or electrics should ever fail whilst motoring along, the steering simply reverts to 'heavy'.

I can now say that my treasured car really is a 'Light 15'.

If I can be of any help to

those toying with, or installing, the EZ unit ~ just ask.

Tim Waters ~ Hobart.

E-mail: waterstim@bigpond.com

Ph. [03] 6225 3480

MAKING LIGHT WORK

is approximately one-ninth of that required when unpowered. The power unit is totally silent in operation and there is no lag or sense of electro-mechanical operation when moving the



My passion for Citroëns goes back to 1948. I was six years old when my late father bought a brand spanking new black Light 15. This was simply the best thing in my life, simply the best car ever made in my eyes. Sadly my mother never enjoyed the car at all, too small,

too this, too that. The car was traded on a 1948 Plymouth which offered more status to the dear old soul and was in many ways more practical in that it could comfortably carry a couple bags of corn

meal etc.

The passion remained with me and I secured my own Light 15 in 1981 in South Africa. I never got to restore the car due to a heavy work load and then migrated to Australia in 1988. Fortunately I

sold the car to a mate in South Africa who did a sterling job of restoring it. I was fortunate enough to go for a drive in it on my first visit back in 2007.

My wife and I were on holiday

THE BELL'S LIGHT 15



THE BELL'S LIGHT 15



in New Zealand in 2006. Driving along one day we passed a car museum in 'Te Puke, 'Autobarn'. The owner, Ray Singleton, had decided he had had enough and decided to shut up shop. The following day I bought a 'Classic Car' magazine

had seized. After considerable effort they were freed up and the engine started. As I was still working the car was not a priority and remained so till 2010 when I retired. The car was resprayed last year and the upholstery was done

this year. We are very satisfied with the end result and is in fact is quite a head turner!

In closing I would like to thank Rob Little and various members of CCOCA who assisted and guided me through the project. Rob is a

fountain of information. I would also like to thank Lance Wearne for his help and the speedy supply of spares.

The car is at last complete and will at its first show in September. Gordon and Brenda Bell

THE BELL'S LIGHT 15

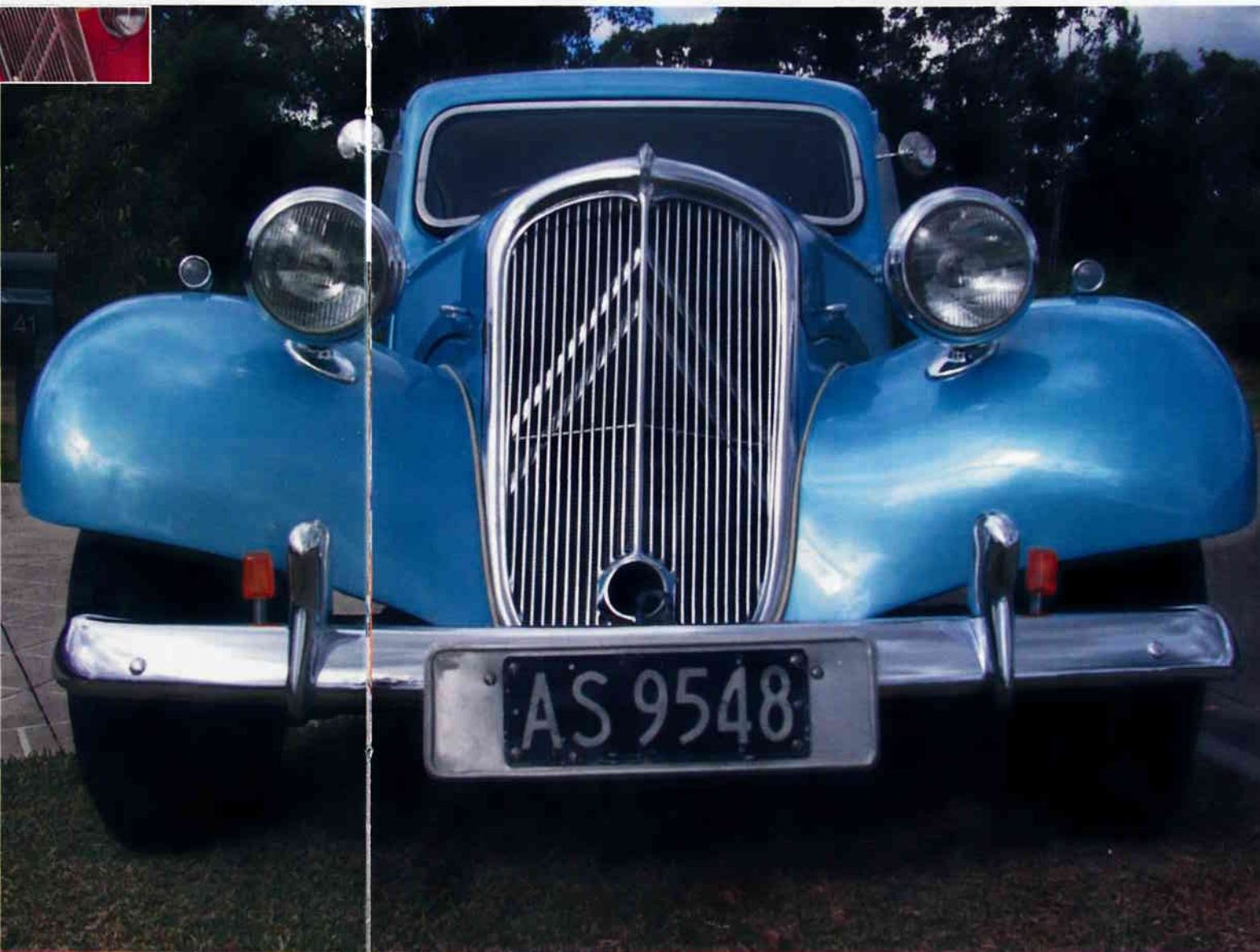
and there came across an article of the museum. A yellow Light 15 Coupe was featured in a photo with only part of a green Light 15 visible. The car I was to own. All that was visible was portion of the right hand front mudguard with head light.

I managed to contact Ray but was unable to view the car. He did however assure me the car was complete and rust free. It had been a static display for ten years.

The auction took place once we were back in Australia and I managed to buy the car online, sight unseen. At the time I was unable to source a Light 15 in Australia and realised they were not all that popular.

Driving down to the docks in Sydney to pick up the car was certainly a nerve wracking experience as I was I had no idea what I had bought! To my utter relief the car was complete but not running. It was winched onto a trailer and brought home.

Slowly, very slowly, the tinkering started. The engine would not turn over and after the head came off it was found the valves





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To survive against the Detroit giants the European car companies have been merging to form stronger groups. The latest is a potentially fascinating coming-together of two of the most respected names in the world.

Here's the story of how and why Citroën and Peugeot merged.

In a shock move caused primarily by the after-effect of the recent fuel crisis, French motor companies Peugeot and Citroën have merged.

Manufacturers of some of the finest cars, the two companies have joined forces to prepare for the difficult future facing the international motor industry.

The move is undoubtedly a salvation for Citroën, whose financial future was shaky. In that way the merger is something a Peugeot take-over ~ Peugeot is calling the shots, and the new management team will be controlled by Peugeot. Boss will be Peugeot chairman Francois Gautier.

Only the barest details of the merger have been announced so far. The final structure of the company and its workings will probably not be announced until November.

The merger comes just one year after a happy Citroën gained its independence from Fiat, which had owned 49% of its shares. In that year most of the senior Fiat-influenced Citroën executives were

in favour of mergers with other companies left. Great plans were made for future expansion and development of two new models was speeded up. Citroën seemed set to soldier on as fiercely different and exciting as ever.



What went wrong? To look back 10 years, Citroën had been discussing a merger between it and Peugeot. But discussions broke down over differences in outlook between the two. Peugeot then formed a loose alliance with the Government-owned Regie Renault and Citroën stayed on its own for five years before teaming up with Fiat. But the association eventually failed, and a year ago Michelin ~ Citroën's major shareholder ~ bought Fiat's 49% holding.

The future looked rosy... but the great plans for expansion were stretching Citroën's financial resources to the limit. Michelin could not provide any more help because it was committed to costly expansion of its own.

Apart from the expensive transfer of its major plant from the famous, but congested, site at Quai Citroën in the heart of Paris to a new one at Aulnay-sous-Bois a few kilometres outside the city, Citroën was launching the rotary-engined GS Birotor.

That involved considerable spending on the joint Citroën-

NSU Wankel engine plant. At the same time, Citroën was also building a new foundry at Charleville and steaming ahead with final development and tooling of the new L series model, due for release later this year as a smaller luxury

tie-up, it was re-specified following the Peugeot take over and ended up as the Visa. Ed]

Barely profitable even in very good years like 1972, all this was proving just too much for the thinly-stretched resources and in March this year it was forced to raise something like \$75million

on the Paris money market at the costly rate of 11% to pay for the new plants.

Right in the middle of it all, and at the worst possible time for Citroën, came the fuel crisis. At first, the company did not seem badly affected by the slump in the market which accompanied the crisis ~ and still does. Orders for

the 2cv and Dyane rose by 25% as people realised they had to have economical cars. But demand for the big D series was severely hit, first by the shortage of petrol, then by its high price when it became available again and by the new French speed limits.

Demand for the medium-sized GS also dropped, despite the swift introduction of an economy model called the G Special, which now accounts for one third of GS sales.

The GS Biotrot and the wonderful SM, with their relatively high [by Australian standards] consumption proved extremely hard to sell. So, although Citroën's sales for the first three months of 1974 fell by only 9% ~ a modest drop compared to that of most European manufacturers ~ there was a heavy shift away from the profitable big cars to the unprofitable small ones.

Thus, with mid-year approaching, Citroën found itself in a very dicey position, and its eyes were cast about for a saviour. For months, there had been rumours that it would be absorbed by one of the other French companies anyway, and if socialist Francois Mitterrand had won the presidential election, it is almost certain the State-owned Regie Renault would have been persuaded to snap up Citroën, effectively nationalising it.

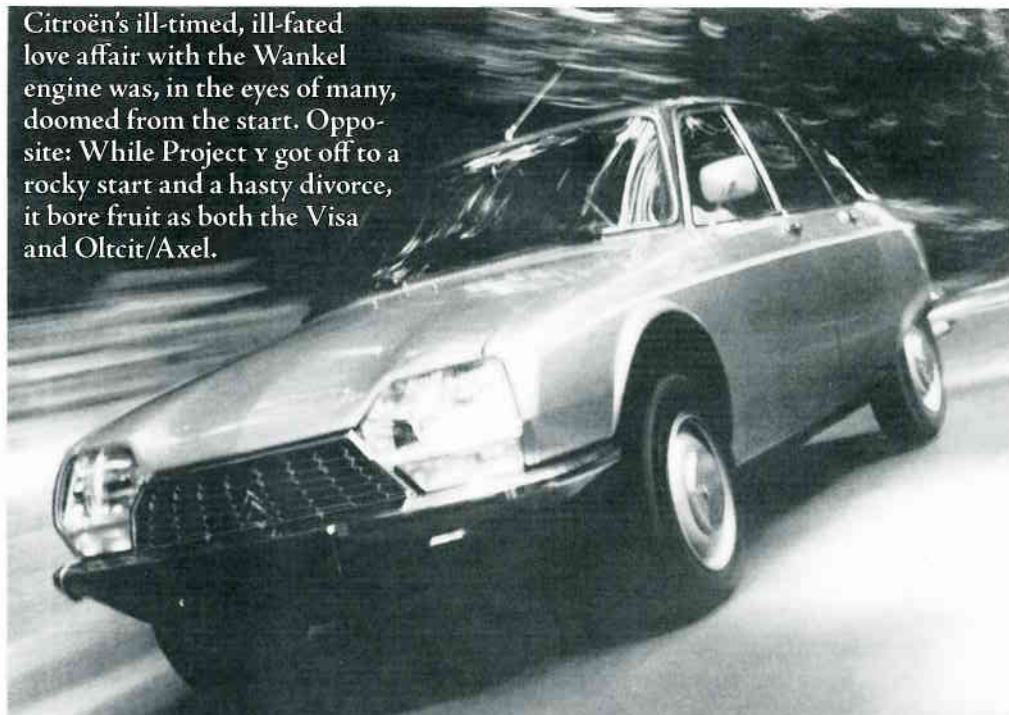
President d'Estaing, on the other hand, has favoured a free-enterprise solution by encouraging the family-controlled Peugeot

group to take over instead. With Citroën controlled by Michelin and around 35% of the Peugeot shares in the hands of the Peugeot family, it was possible for Francois Michelin and Roland Peugeot

FORCED MARRIAGE?

car to sell alongside the faithful D series. [Of course, as we know from a previous edition of 'Front Drive', the L was to be launched as the CX ~ the replacement for the DS. Ed.] It was also working on the prototype known as the Y series, destined to replace the ageing 2cv small car range. [The Y series had been commenced during the Fiat

Citroën's ill-timed, ill-fated love affair with the Wankel engine was, in the eyes of many, doomed from the start. Opposite: While Project Y got off to a rocky start and a hasty divorce, it bore fruit as both the Visa and Oltcit/Axel.



[vice-president of the Peugeot holding company, which includes steel and bicycle factories besides the car mills] to reach a personal agreement with fair certainty it would be supported by other shareholders. So Peugeot, the

partnership it could have attained 10 years ago, Citroën now faces the possibility of absorption by Peugeot, even though in turnover and unit sales the two are of roughly equal size.

Now the whole deal is going to make interesting watching, as the two companies are rather odd

family business founded in 1810 to forge steel and which became one of the first car manufacturers in 1889, is merging with the company Andre Citroën founded in 1919.

But unlike Fiat, Peugeot has insisted on management control even though Citroën interests will have a majority in the new company during a transitional phase. And instead of the equal

bedfellows ~ they have such different automotive design philosophies and management styles.

Peugeot is probably the most 'international' of the French companies, producing cars more conventional, in general, than those of Renault, and Citroën in particular. It has a well-balanced model line-up where all the vehicles, except for the ageing 404 and the new 104 mini car, sell firmly.

Peugeots tend to be more expensive than their Renault or Simca equivalents, but Peugeot has developed such a strong quality image [and it is thoroughly deserved] that it has gained a certain latitude in pricing. The Peugeot emphasis is on sound but relatively conventional four-door sedans, ranging from the tiny 104 and running through the 1,130cc 204, the 1,288cc 304 and the 1,618cc 404 to the 1,796cc and 1,971cc 504. There are coupe models on all but the 204, station sedans on most and soft-tops on 304 and 504. Soon comes the 604, due for release later this year, and powered by the Renault/Peugeot/Volvo 2.6litre v6. It is a luxury car, designed to compete with the Citroën DS23...

By contrast, the Citroën line-

up is more 'haphazard', running from the strange but beloved little Deux Chevaux [2cv] all the way to the superlative SM. In between come the 2cv-like Dyane [a very popular car now because it does 6.3l/100km and 120kph while toting five passengers], the weird Amis, the GS range, the D series and later this year the L, which fits between the GS and the D series.

Where the Peugeot cars are all carefully considered, almost in Ford fashion, for the various market groupings, the Citroëns come forth in spurts of sheer automotive brilliance, conceived by engineers rather than marketing men.

Similarly, Peugeot's commercial policies are more 'level' than Citroën's, and apparently more carefully considered and balanced. It advances always with caution,

FORCED MARRIAGE?



adding new models only in logical sequence and expanding its plants only after a good deal of heart searching. For instance Peugeot's most recent major investment, the new plant to build the little 104, was built only after the most

European companies can no longer develop separate but competing model lines. Witness the current program at Volkswagen: Leiding is smoothly merging Audi into VW to provide, eventually, a single line-up of cars to complement each other.

The same is happening with Fiat and its subsidiary, Lancia. Although Lancia is retaining its strong identity and its cars are different from Fiats, they use Fiat engines now, and none of the models will clash with a Fiat car.

Even Leyland is learning the game: John Barber has recognised the need to merge the engineering and production departments of the volume and specialist marques within Leyland. In the long run, it seems certain Leyland will have no more than six or seven sedan models, with just one each for Rover, Triumph and Jaguar.

So it must happen that we will see the removal of competition between Peugeots and Citroëns. Whether completely different models are produced, with Citroën looking after one type of market and Peugeot another, remains to be seen. Certainly, there must be sharing of parts, to the extent that Citroëns and Peugeots will probably share engines.

Since Peugeot's agreement with Renault is to continue as well, perhaps all three marques will even run the same engines. Certainly, if Citroën is brought

into the common component manufacturing plans already developed jointly by Peugeot and Renault, the new group will be able to plan really big plants and operations. Even now, the new Peugeot-Citroën group is, overnight, Europe's third biggest carmaker, outranked only by Fiat and VW. The combined home market share is 40%, giving the new group more than VW gets in Germany and Leyland in Britain [not to mention GM-H].

Looking ahead, the first task of the new Peugeot-Citroën management group must be to draw up a plan by which the 104-Ami and 204-GS models, the ones that will be the sales backbone in the future, can be made as profitable

to build as the bigger 504-D series. There may still be good money in the bigger models if the French do not turn permanently away from cars of two litres or more.

Since very small cars can never [not yet, anyway] be produced very profitably, it is hard to see what can be done with little ones, especially the new X series Citroën mini to replace the 2CV. Perhaps the new company will build a case for cancelling it, and the new big Peugeot 604, too on the grounds that they will compete directly with existing products from the other range. But that would open the question of what is to be done with the spare production capacity already allowed for, or with Peugeot's share of the Renault/

FORCED MARRIAGE?

patient studies, and production of the car was deliberately built-up slowly. There was a lot of quality imagery at stake.

In the announcement of the merger, both companies stressed there would be a strong sense of product independence and character. They see the merger simply as 'a very suitable solution' to the problems facing Citroën and to the general outlook of the French motor industry in the wake of the fuel crisis.

But what this must surely mean is a goodly measure of future rationalising. In the long term, the merger can only make economic sense of the two companies do rationalise their model range, or at least all the major components in it. In the short term, the only obvious achievement of the merger would seem to be removal of Citroën's financial worries.

Rationalising is the name of the game being played by all the motor groups made up of two or more marques. Volkswagen's boss Rudolf Leiding and Fiat's Umberto Agnelli have both admitted that even the biggest Eu-



Peugeot/Volvo engine plant at Douvrin.

All those questions, and many, many more are going to have to be answered ~ and smartly. The solid Peugeot management has shown over the years it has the ability to

the world ~ who, it might be said, have lacked only the firm guidance of astute marketing men to achieve their true potential. It would be a tragedy if the marketing men took over too greatly, all the, things that have made Citroëns

such refreshing cars could be lost. That would hardly seem the

case; although Peugeots are by comparison conservative, they are excellent cars. As is the case at Renault, the management seems to strike the correct blend with the engineers to produce family cars which make those from all but a few other companies look ridiculous.

produce the right thoughts. With sound commercial judgment, it has always looked outwards to South America, Africa and to a lesser degree Australia as well as to its internal sales. Now, the Peugeot management has, within Citroën, a corps of brilliantly innovative engineers ~ perhaps the very best in

FORCED MARRIAGE?



So it's good luck to Peugeot and Citroën, and it is pretty safe betting they are going to be a strong force in world motor manufacturing in the future.

EUROPEAN CAR PRODUCTION, 1973

Fiat	2,013,000
Volkswagen	1,816,000
Peugeot	664,000
1,360,000	
Citroën	696,000
PSA Combined	1,360,000
Renault	1,209,000
Ford	1,164,000
GM	1,114,000
British Leyland	961,000
Chrysler	863,000
Volvo/DAF	354,000
Daimler-Benz	331,000

Alfa Romeo 205,000
BMW 196,000
[What is not clear in these numbers is whether they refer to corporate totals or numbers by marque. Given numbers are given for clear corporate identities, such as British Leyland, comparisons with more recent data is difficult. At various times within the data Jaguar will be included in British Leyland while at others sales will be included within Ford. The table I have included therefore shows sales of passenger vehicles by brand in Western Europe between 1990 and 2012. Ed.]

This article first appeared in 'Wheels' in September, 1974

BRAND	'90 RANK	1990	1995	2000	2005	2010	2012	'12 RANK
Total		13.517	12.034	14.747	14.505	12.978	12.518	
Volkswagen	3	1.407	1.288	1.619	1.496	1.475	1.605	1
Ford	2	1.534	1.390	1.247	1.211	1.063	0.948	2
Opel/Vauxhall	1	1.548	1.502	1.508	1.303	0.958	0.834	3
Renault	5	1.315	1.242	1.559	1.407	1.087	0.817	4
Peugeot	6	1.079	0.862	1.165	1.088	0.970	0.793	5
Audi	10	0.369	0.377	0.489	0.607	0.610	0.703	6
Citroën	7	0.639	0.579	0.764	0.897	0.806	0.672	7
BMW	11	0.364	0.393	0.499	0.632	0.594	0.644	8
Mercedes	8	0.438	0.405	0.710	0.688	0.579	0.597	9
Fiat	4	1.340	1.028	1.123	0.699	0.788	0.582	10
Toyota	12	0.363	0.306	0.543	0.764	0.545	0.515	11
Skoda	19	0.029	0.065	0.217	0.281	0.345	0.491	12
Nissan	9	0.395	0.367	0.394	0.343	0.382	0.433	13
All Others		2.695	2.233	2.909	3.087	2.774	2.882	

The Citroën Car Club of Victoria invites you, your family and friends to the 46th CitIn of combined Australian Citroën clubs, Easter 2014 at Rawson Village, Victoria. 18 to 21 April. WHERE IS IT?

esque, but slower routes are across the mountains through Omeo or keeping to the east of Melbourne via Eildon. There are many alternatives.

WHAT IS THERE TO SEE AND DO?

Walhalla and the goldfields rail-

way ~ Nestled in the Thomson river valley, Walhalla is a beautifully

preserved 19th Century gold town that is still producing gold. Go down an old gold mine where over 13 tons of gold were mined by hand from over 8km of tunnel. Visit the old post & telegraph building and the Chinese garden for an 1860s experience. Travel on the restored goldfields steam railway. See www.walhalla.org.au and walhallarail.com.au

• Bushwalking & mountain biking ~ Rawson is surrounded by State Forest with endless walking trails, many starting in Rawson.

Maps and details provided.

• Fishing ~ Trout & Redfin abound in many local rivers and lakes. See www.visitlatrobevic.com

• Gourmet touring ~ Visit small local wineries and food producers. The world's best cheesecake is made in nearby Erica but don't tell anyone!

• Motor touring ~ Drive for the sheer beauty of the mountains, or visit places such as Mt Baw Baw, lakes Thomson and Glenmaggie or towns like Warragul and Traralgon. Further afield are the Gippsland lakes and the iconic Wilson's Promontory.

• Fine arts ~ Nearby Warragul Arts Centre maintains a full programme of music, theatre and dance. See www.wgac.org.au

THE CIT-IN PROGRAMME

• Friday, 18th April
Registration and light evening meal ~ Rawson Village

• Saturday, 19th April

Breakfast ~ Dining Room

Show & Shine ~ Rawson Oval
Observation run

Lunch ~ Dining Room

Mine tour

Open Garden tour

Walhalla Goldfields Railway

Dinner & Quiz ~ Dining Room

• Sunday 20th April

Breakfast ~ Dining Room

Easter Egg hunt ~ Rawson Village

Church services ~ on site

Lunch ~ Collect packed lunches

Motorkhana ~ off site

Open Garden Tour

Self-guided Thomson Dam Tour

Self-guided craft crawl

Mine tour ~ Walhalla

Goldfields Railway trip

Dinner with guest speaker & prize giving

• Monday 21st April

Breakfast ~ Rawson Village

Farewell.

CitIn '14 WALHALLA

Rawson is a small village located in the green Southern slopes of the Great Dividing Range about 2 hours east of Melbourne. The Gippsland region includes water catchment for Melbourne, snowfields, sheep, beef and dairy farms, power generation, many National Parks and other holiday destinations and a lot of history, particularly in gold mining.

You can access Rawson from the west via the freeways of Melbourne or from the east via the NSW South Coast. More pictur-



COMBINED ACCOMMODATION AND REGISTRATION

In a move new for CitIn 2014, you can now register, book and pay for accommodation in one simple operation at www.cit-in.org

CitIn '14 WALHALLA

A wide range of rooms to suit all budgets is available, from two-bed rooms at \$54 per night, through ensuite motel units to 6-bunk rooms at \$160 per night. Full details and bookings are on the website: www.cit-in.org

Caravan & campsite facilities [pet friendly] are available nearby at Erica Caravan Park. Book separately [03] 5165 3315.

An alternative motel is Mountain Rivers Lodge [03] 5165 3231 or www.mountainriverslodge.com

REGISTRATION

Cost includes all meals, including packed lunches for tours, Entry to other venues such as mine tours and rail trips are extra. Registration opens 1 June, 2013.

• Book pre-31 Dec., 2013: \$180pp

• Book before 31 Jan., 2014: \$200pp

• Book before 1 Mar., 2014: \$220pp

Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under.

Claudia Schiffer & Sebastien Loeb admitted free.

Meals provided are a light dinner Friday night, breakfast, lunch and dinner Saturday and Sunday, breakfast Monday. Packed lunches where required. Special diets catered for.

Hate computers? Ring John Wyers on [03] 9787 6280. He will send you a registration and accommodation booking form.

Holden Special Vehicles [HSV] boss, Phil Harding has dismissed suggestions his company's latest performance flagship could rekindle the scare that halted local production of high-performance cars in the 1970s.

The new HSV GTS features a supercharged 6.2 litre v8 that produces 430kW. This is more than all three twin-turbo German large sedan 'hero' cars: BMW's M5 [412kW], Mercedes Benz E63 AMG [410kW] and Audi's RS6 [412kW] and positions the GTS as Australia's most powerful production car ever.

It easily eclipses iconic Australian performance cars such as the Ford Falcon GTHO ~ one of the cars that in part prompted the 1972 'super car scare'.

The furore erupted in June 1972 when news of Ford's XA Falcon-based Phase IV GTHO hit the general media. Headlines proclaiming the arrival of 160mph super cars saw Ford and other local manufacturers kill off the models after government sanctions were threatened. Ironically, the Sun Herald front page article by respected writer, Evan Green, went on to state the development of the models would bring a new level of handling and braking ability to Australian built cars.

It's the evolution of this all-around ability, and modern driver aids, that Harding says makes the GTS a different proposition.

'We're filling a segment that's occupied by some very prestigious brands at the moment, with similar power outputs and torque levels. I assume you've asked the same [supercar scare] question of them?' Harding shot back at

PHIL HARDING ~ GUEST SPEAKER

motoring.com.au when quizzed at a HSV briefing recently.

'...With all the electronic [safety] devices on the car, your son can ~ if he was old enough ~ or your wife could drive this car [HSV GTS] in total safety. It's only when you're brave enough to switch all the electronic stuff off that... it'll test your driving capabilities.

Harding says in building the GTS, HSV is capitalising on what is a performance-orientated market.

He says that dealers will not 'vet' GTS buyers. Nor will any special training or driver instruction be included in the purchase price. Buyers will, however, be offered drive day opportunities via existing HSV programs.

He says the GTS is 'something to be proud of and... something for Australia to fill a segment that currently is dominated by imports.'

'We want to fill that segment with an Australian-produced car. That's something to be pleased with

'There will be a segment [of the populace/media] that talks of hooning and that sort of stuff,



but if you look at our whole range, and our typical customer... Our typical customer is married, 45, two kids [and] the number one interest is motor sport. I think he'd be pretty insulted if he was called a hoon.

why would we expect it now?' he stated.

He says he doesn't anticipate the new car will be singled out by any road safety or allied bodies.

"That would be a little bit negative towards the Australian industry, wouldn't it... Because we're not the first in this segment with

that type of car. [The general] Media probably would enjoy that... But you guys wouldn't,' he said.

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This article was written by Mike Sinclair and was first published on Wednesday, 15 May 2013. It can be found at <http://www.motoring.com.au/news/2013/large-passenger/holden-special-vehicles/gts/no-super-car-scare-hsv%E2%80%99s-harding-36581> COME AND HEAR PHIL HARDING AT THE CLUB'S OCTOBER MEETING.

'He's often the Director or a Managing Director of his own business, or a Director of another business, and the type of guy that's going to buy a GTS has been buying premium product from other brands for a while... To be classified as anything other than a very fortunate guy, I think, would be an insult,' Harding opined.

According to Harding, the company's previous performance flagship, the limited edition W427, did not attract any negative feedback from authorities.

'I don't think I've received any negative criticism on the 427, so

PHIL HARDING ~ GUEST SPEAKER



PETER SANDOW ~ PRESIDENT
I started to realize that the Traction was beginning to get a bit shabby round the edges. A little like I would imagine an ageing gent might suddenly realize, a wake-up call to either a nudge or a knock back ~ that one is maybe starting to let oneself go.

Starting not to start too readily ~ a bit slow out of the blocks.

Basically this is not a good look if one is intent on maintaining Saville Row appearances. You are aware that it's a different gait for out and about and for down the High Street, not the shuffle to the bathroom. There is a difference between shabby sheik and crap shabby. I had become aware and felt a rising pressure to launch a timely makeover of the Time Machine ~ it was starting to look crap shabby and I started to feel like Uncle Arthur driving it. Chief Inspector Maigret and Monsieur

Poirot had turned their gaze to the other side of the road. Not good not being a subject of interest.

The start was simple ~ KISS. Pull the car apart and have the bits painted by someone who was immune to paint fumes and could

still talk. And I was recommended Shane, the Gun in Greensborough, Mob 04 1172 0104. He said come out and I'll show you what I'm doing. He showed me a '32 Oldsmobile being perfectly impeccably restored. The panels were glazed crystal.

'Mate,' I said, this is no good ~ I don't want it this good. The car will look like it's out of Disneyworld.

'I want the car low sheen ~ semi-gloss black. That's how they were. That's how I want it. Original.'

Shane's reply was something

FLEET FOLLIES



or other about You can' polish a bird??!!

And so a contract was hand shaken with the Gun who practices a genuine craft. A life diploma of understanding the chemical and physical properties of the

sprayed, so the paint wrapped the edges and corners ~ a job with originality. I also know taking anything apart is the easy bit. But then taking all the bits, bit by bit, over to sunny Greensborough was a little less easy from industrial Dandenong. Lugging, lugging, trailering, trailering.

The handshake deal didn't allow for issuing Product Transfer Transmittal Receipts in moving all those bits over to the spray shop/garage, in no particular order ~ a bonnet here, a wing there, then a head light shell, and so on. I could see in my mind's eye an interesting

resurrection of a Traction going together like those Transformer c4 ads. I felt uncomfortable without a spreadsheet. But the production of renovated panels unfolded faultlessly. Re-birthed bits were born, approved, completed and accepted. The paint selected was a two-pack epoxy satin black. The paint applied to Mack truck bonnets for anti-glare.

My lovely time machine looks now just how I thought it should look ~ invisible anti-glare. The resurrection is complete ~ the Traction is transformed, a beaut. Peter Sandow

TED CROSS ~ SECRETARY

Well it has been quite a long time since I needed to do one of these and I am looking back at what I have been up to over the last couple of years to get you up to date. Not very much has changed I am sorry to say.

My love affair with 2cv's remains intact. Our Raid 2cv survived another raid and is now in need of a new set of tyres before the next adventure in 2016. It needs a general tidy up still following the toughest raid yet.

Our blue/cream Dolly [Helen's] has been granted a new set of Michelins via the guys at Longstone but sadly that arrange-

FLEET FOLLIES

materials he works with, beating, moulding, welding, grinding, filling and coating, all to produce a lovely thing.

The dismantling process wasn't all that straight forward. I didn't want the car just squirted. I wanted all the panels individually



ment is drawing to a close ~ well the favourable shipping terms are gone. It needs the front bumper bar repainted and the entire engine cleaned and full service. It has ticked over 43k miles from new recently.

Hill who lives nearby helped me with the purchase and shipping arrangements.

I also now have a Volkswagen Beetle [1964] model which was an impulsive purchase [I blame club member Graham Barton ~ he started it] but brings back fond memories of my growing

up years ~ the family were mainly vw zealots and we had many vws over many years. It is interesting comparing the 2cv against the vw I feel both of them deserve their places in top 100cars awards.

I continue to work slowly on the Monkey Van. Many thanks are in order to Peter Boyle and David Gries who have been moving along the project for me. I do hope to re-activate this project now that the good weather is coming. The mv is a 1954 Slough built Cammionette and is a long term restoration project. It has Suicide doors and 425cc engine [also suicide if you ask me].

No need to talk about anything else in the fleet ~ I have excuses for keeping the Porsche and the Falcon panel van [ex Luigi Boyle] but the SM has gone to God.

Ted Cross

SUE BRYANT ~ TREASURER

The Editor insists that it is time for another update on the follies of my one car 'fleet'. Unlike my other committee members I have nothing really interesting going on by way of restoration or acquisition, so

apologises dear reader. My c4 Miss Bossy continues to run fairly reliably, however the first signs of her maturing are starting to show. I went on another holiday in May, this time two weeks in Thailand basically doing nothing. The first such holiday I had been on in over 15years and rather than getting bored as I feared I enjoyed it and may do it again soon.

When I returned I discovered that Miss Bossy had also been relaxing and she wasn't keen on getting back to work anytime soon. She was more than happy to just sit in the garage and pass the time with the Renault Caravelle that is living in my garage on the car equivalent of agistment. So I called the RACV and was told they would be with me in 20minutes. Two hours later I called again and was told the original estimate of time was wrong and they would be another hour. The service man did eventually arrive and started my car, declaring that her four year old battery needed to be replaced but that he didn't have one that fitted and neither did any of his close by colleagues. He did assure me that the battery would start in the morning and get me to work and that if needed it they could then get me a battery and come back and fit it.

The car did indeed start and Missy Bossy and I arrived safely at work and once there the damsel's in distress sort advice from the men. Burson's which the men I work with seem to love as much

as Bunnings were called and a battery was sourced and duly delivered to work. Now the men are fairly expert, John my brother does work on HQ's and is one of the reasons I am in a car club, he started speaking 'car' to me when he was about 5years old and hasn't stopped yet. Alan who works with us is a diesel mechanic and can fix nearly anything. They both looked at the car and the new battery and decided that this was not a job for either of them.

Miss Bossy was taken down to our local mechanic and some hours later she had a new battery. I spoke to the mechanic a few days later and he declared that it was a difficult job, or words to that effect.

The advice here is if you have a diesel c4 that needs a new battery, get someone else to fit it!

In contrast just this afternoon my mother told me her newish battery on her Nissan Pulsar was flat. This car is the ultimate in low mileage vehicles so that flat battery was not a surprise to either of us. I took Miss Bossy and the jumper leads to Mum's only to discover that they weren't long enough. Once more the RACV was summoned. This time the 20minute wait was more like 10minutes. The man diagnosed that the 18month old battery had a collapsed cell, replaced the battery under warranty on the spot, did some paperwork and was gone in 15minutes. No fuss and bother at all.

Sue Bryant

FLEET FOLLIES

The mighty Big 6 also got a set of six 185 x 400 tyres of the last year or two but sadly now the brakes are not stopping the car very well at all and it is not safe to drive until I pull these down. I suspect a flush out and new brake fluid and will try the silicon type. I also plan to inspect the brake hoses as I fear these look good must have closed over inside. I also had an electric fan and thermostat fitted to the modified radiator that now has a pressurised cap system. This may finally solve the poor cooling system that was originally fitted by Citroen. I like to keep the six original as far as possible but regard this upgrade highly.

I bought a recent project from France. An AK 350L and for those who do not know this is a 1966 2cv Cammionette. The first model with the 602 [Ami 6] engine and gearbox, alternator and 12volt system. It has the low roof, longer back [L] and the small ripples and is still in its juices as the French say. At this stage I only plan to tidy it up and not restore the bodywork. It came from the south of France and my friend Steve

Q: Where on Earth can you get holiday accommodation at Easter for less than \$20 per night?

A: Rawson, Victoria; venue for the 2014 CitIn; set in the hills of gippsland with so many things to do and see, it's giddy!

What's the catch?

The price is real and accurate.

The beds concerned are in a six-bed room so you can save a pile of money to spend on other things by recruiting five friends to share the cost of the room.

Check this and all other details of the CitIn at www.cit-in.org. Start recruiting and planning for a great Easter break!

FOR SALE

1 9 5 1 I I B L Traction PARTS

My old IIBL [French not Slough] up for sale. Mechanically very sound and runs sweetly. Body Good condition. Paint some issues, New slave cylinders and brake lines. Original 6 volt system, Interior issues [though must get round to installing the new roof lining]. White with red wheels chrome with some surface rust. A panoply of spares including guards /bonnet/doors/mechanicals. Good to drive to concourse, not to enter :) Any Questions call Jeremy on 04 0952 1020 price \$11000 [37/05]

SCRIPT BOOT BADGE

For sale boot badge Citroën script laser cut copies in mirror grade stainless steel better than chrome I have three \$49each contact Chris Murray 04 0291 2397 Perth WA [37/04]

I have a set of wings from a Traction to cover the crank hole in the grill, \$40. Single carburettor intake manifold that has been ceramic plated \$75 [but only for sale if I can get a twin inlet manifold]. Contact Eric Bishop 04 0945 2170, ericbishop@bigpond.com [37/03]

1987 2CV6 ~ 'Bollie'

2cv 1987 ~ Bollie ~ see Tom's Creek section of the DVD #2 of Raid 2013. Excellent overall condition ~ mech. paint, body. Red and white. No rust. Absolutely nothing to spend. Recond. motor, elec. ign., near new discs, king pins, clutch, battery. Authentic front and rear bull bars, headlight grilles. Large amount of spares, near new 135s, sump guard, radio, UHF radio, luggage rack with picnic basket. XKZ 236. Aug. 2013 reg. Ideal for Raid,

FOR SALE

or as every day car. A very cute car, and as good as there is for the price, \$16,750. Contact Tom Campbell [02] 9692 9975 or thglebe@bigpond.net.au [37/03]

MAGAZINE COLLECTION ~ Free!

2CVGB ~ Various copies from May 81 to April 88 then through to April 08. \$250 Citroën Car Club GB ~ Various copies from January 65 to December 82 then through to the current edition. WAS \$350. NOW FREE TO A GOOD HOME! Contact : Carl Perrin, kaycarl@westnet.com.au or 04 1247 2527 [36/04]

1 9 5 1 I I B L

Completely resprayed in Rouge Delage, interior completely retrimmed in original cloth. Gearbox has had the strengthening plate fitted, courtesy of the previous owner and Mel Carey, the engine has been completely rebuilt, new pistons and liners, big end and main bearings. Carburettor has been rebuilt and a 123 electronic ignition fitted. New master cylinder and slave cylinders. One lower ball joint replaced. New interior and exterior chrome fittings. New tyres fitted within the last 3 months, rims converted

WANTED

L I G H T 1 5

Wanted Light 15 in good condition, please phone Rob Barton to convey details to the prospective buyer. Phone [03] 5152 1230 [H] or email randmb@bigpond.net.au [37/05]

S U N V I S O R S

I need a pair of sun visors for my Traction. Contact: Eric Bishop, 04 0945 2170 or www.ericbishop.com.au [37/04]

to 15inch to permit fitting 15/165 tyres [original 400mm rims available, in lieu of current rims, but those tyres aren't good]. Slight engine oil leak. Currently on full ACT registration till April [can be renewed till October]. She drives beautifully, and is immaculate inside and out... not quite perfect, but very close. Y1B 32S \$17,500. Contact Chris 04 0766 4843 [36/01]

D S D O W N U N D E R

This remarkable archive is a compilation of articles on the DS and ID series Citroëns published in the Australian motoring press from 1955 to current. It now consists of over sixty articles from many sources. For D enthusiasts this material gives a fascinating insight to how the cars were viewed by contemporary motoring journals, and how they compared to rival makes at the time. The earlier articles also provide a useful history of the sourcing of DS in Australia in the 'fifties through local assembly in the 'sixties.

Available on CD for the cost of the media plus postage ie \$5 in Australia. Contact rogerbrundle@bigpond.com for your copy. [35/07]

R E A R M U D G U A R D

Left hand rear mudguard for 1953 115. Good condition or repairable. Contact Rod Smith [03] 9801 1842 or 04 1339 5854. [37/03]

Traction PARTS

Wanted for a 1954 Traction and twin Carburettor intake manifold and twin Carby linkages. Also a '15 ~ 4 Cyl' badge that sits in the front of the radiator grille above the wings. Contact Eric Bishop, 04 0945 2170 or ericbishop@bigpond.com [37/03]