



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



NOVEMBER / DECEMBER 2013 Vol 37 No 6

## Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

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

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

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

## 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 is taken from an Italian website: <http://fotoalbum.virgilio.it/ercolego/citroen-vintage/1008200550.html>. The editor is unaware of the history of the image, but it would appear to be a period publicity image created by Citroën.

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seaside was marvellous, particularly if you recall my image of the Familiale rolling down the Concarneau seafront. The Seaworks maritime setting worked wonderfully and was different. The mix of marques and the water front outlook all gave the day a happy vibe of international festivity.

The diversity of models appeared amplified, contained in a defined area and displayed as they arrived, randomly, so precious inter-model comparisons were no longer easy to draw or indeed important. I thought that this was a different retail experience ~ hardware window-shopping, sourcing the car that would satisfy the ultimate wanderlust list. The idea is already out there in big box retailing ~ the department store that displays its merchandise as it arrives, this is Aldi where the bargain steel capped motorbike boots are boxed next to the Tasmanian frozen salmon. David Jones would not suffer such chaos. I loved the display surprises. And what about that amazing Peugeot air-stream look-a-like thing ~ actually a Peugeot 202 de 1947,

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The arrival of the squadron of Solexs, or was it as I was reminded, a shower of Solexs ~ no I think it was either a haze or plume

of Solexs, that fluttered into the yard, barely a ripple on the pond, what an elegant arrival; completely at odds with the current look-at-me testosteronic, two-stroke scream that normally announces a bikie bunch.

There were many visually exciting machines that opened my Citroën eyes beyond the usual lusting of marvellous and meticulously restored SMS. The romance of motoring was surely captured by the Lorraine Dietrich, I think circa 1926. I can't recall the details but an exciting expression of open touring, a sculptured polished engine cowl with stretched matt fabric over the hardwood frame coachwork, still being fully experienced by the owners who did the round trip, I understand from Swan Hill to Seaworks and back in two days!

Rounding up, the club congratulates our category winners for our annual Concourse and thanks to all who had a wonderful day.

The full list of winners can be found on page 31.

Peter Sandow ~ President

PREZ SEZ

## 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.

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

## A-TRACTIONS

### • NOVEMBER GARAGE CRAWL

WHEN: Sunday, 10 November

TIME: 10:30am

WHERE: Roger Brundle'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

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 11BN awaiting restoration, 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.

### WEEKDAY COFFEE

WHEN: Tuesday, 12 November

TIME: 10:30am

WHERE: Blue Dish French Café  
cnr Highett Rd and  
Station St, Highett

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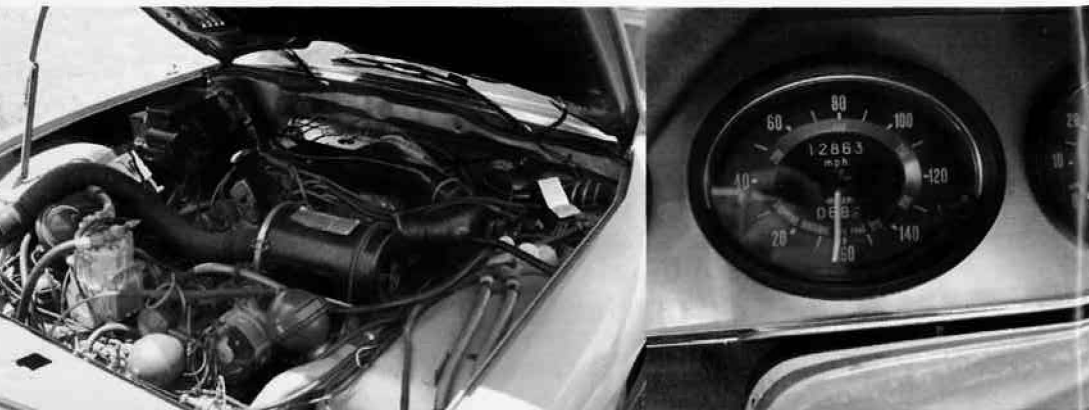
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04 1821 1278  
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TIME: 10:30am  
WHERE: Blue Dish French Café  
cnr Highett Rd and  
Station St, Highett

COST: Cheap Eats  
BOOKING: Essential  
CONTACT: Mike Neil,  
04 1821 1278  
activities@citroenclassic.org.au

Just an easy week-day activity where we can discuss anything, like future weekday destinations.

This jaunty corner cafe has an inviting bustle courtesy of loyal brunching locals, pans clattering behind the counter, and an array of breads, cheeses, coffee and wine to stock up on for good times at home. Dine in for breakfasts that range from the simple ~ croissant and coffee ~ to French toast topped with interleaved slices of grilled banana, and baked eggs provençale [served in a skillet with sourdough toast propped in the looping handles on the side]. Lunches feature rotating specials, a daily soup, tender pulled pork on brioche and luscious house-made savoury tarts. Finish with coffee

and a wickedly hefty wedge of bread and butter pudding.

### 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

### SAUSAGE SIZZLE & SPECIAL GENERAL MEETING

WHEN: Wednesday, 27 November  
TIME: BBQ from 6:30  
Meeting from 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

FREE BBQ! I hope that has





grabbed your attention. 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. The Committee has now endorsed a set of Rules for the Club that have been developed by Leigh Miles and Max Lewis. While these align closely with the Model Rules there are differences. By now you should have received

in the mail full details of the proposed Rules of Association for the Club. You also received a proxy form. To help persuade you to join us the Club will host a free bbq before the meeting. Please either join us at the Frog Hollow Reserve Rooms or return your completed proxy form to the Club in good time. See page for 12 for further details.

## • DECEMBER DESIGNING 007: 50 YEARS OF BOND STYLE

WHEN: Sunday, 1 December  
TIME: 1:30 pm  
WHERE: Melbourne Museum,  
Nicholson St., Carlton  
COST: Adult \$24,  
Conc \$16, Child \$14

## A-TRACTIONS



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OF UNIQUE AND  
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## CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday  
November 28  
[3rd Thursday] December 19  
January 23  
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 entrails... or should that read x-trails?

BOOKING: Preferred by  
30 November  
CONTACT: Mike Neil,  
04 1821 1278  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)  
WEBSITE: <http://designing007melbourne.com/>

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'.

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](http://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.



## A VERY CCOCA CHRISTMAS

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

Christmas drinks and a free spit roast dinner. Yes, CCOCA is feeding MEMBERS AND PARTNERS free. Join all of your CCOCA friends for our last event of the year.

## • JANUARY '14

RACV GREAT AUSTRALIAN RALLY

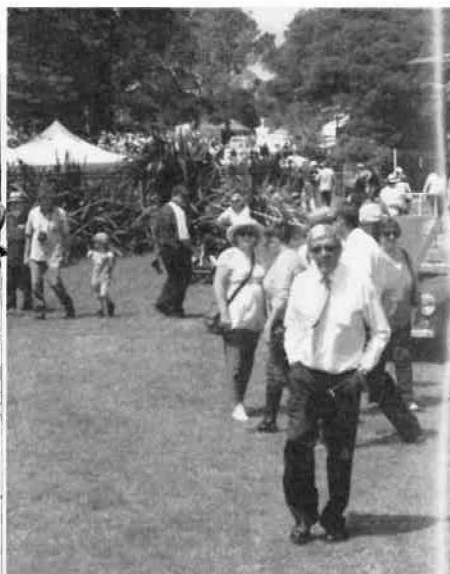


WHEN: Sunday, January 19  
 TIME: 8:30 for a 9:00am start  
 FROM: 3 start points  
 ~ see below

TO: Mornington Racecourse  
 COST: \$35per vehicle  
 BRING: Picnic gear  
 BOOKING: Preferred  
 CONTACT: Colin Brown  
 [03] 9739 4829

chair [maybe a table],  
 aerogard  
 BOOKING: Essential for  
 catering by December 1  
 CONTACT: Max Lewis  
 [03] 9372 0921  
 04 5899 3771  
 librarian@citroenclassic.org.au

After the huge success of last year's real spit-roast Christmas we are doing it all again in 2013. Same great caterers, great new venue on the north side of town. End the CCOCA year with a BANG! Come and join Max and Roz and the rest of the Committee for



at the rally office, or  
 colin.brown@hotmail.net.au

Open to cars 25years and older, this event has grown to be the biggest veteran, vintage and classic rally in Victoria, and brings out the best. It'd be great to form a CCOCA group at this important event, supporting the Peter MacCallum Cancer Centre, \$62,000 raised in 2013. You need to enter separately, but let Mike know so we can travel and/or display as a group. The rally travels from Melbourne to the Mornington Peninsula. The rally is designed to promote the pleasures of classical motoring providing much needed funds to the Peter MacCallum Cancer Centre. The 2013 RACV Great Australian Rally is organised and conducted by



the All British Classics Car Club Inc.

There are three start locations this year:

- St Kilda Rd., 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.greataustralianrally.com.au](http://www.greataustralianrally.com.au)

## CLUB MEETING ~ YARRA BANK BBQ

WHEN: Wednesday, 22 January  
 TIME: 6:30pm  
 WHERE: Yarra Bank Reserve.  
 Melways 44 K9.

COST: Free  
 BRING: The doings for a BBQ  
 BOOKING: Not required  
 CONTACT: Mike Neil  
 04 1821 1278  
[activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

Yes folks at the end of the week it is Australia Day, but it is that Wednesday at the end of January when we historically have this get together so let's start with a song and salute! Don't forget the mozzie & louie repellent and a copy of Advance Australia Fair. Depending upon the direction from which you are coming the entrance to the reserve is off Creswick Street.

READ ABOUT SOME  
 GREAT MULTI-DAY  
 TRIPS PLANNED FOR  
 2014 ON PAGE 47



# FREEFOOD!

There are all sorts of things involved in running an incorporated body ~ such as the Citroën Classic Owners

established to review our current rules against the government's Model Rules. There is no requirement for an association's rules to be the same as the Model Rules ~ they are offered by the government as a starting point for associations to develop rules, that meet their own particular needs.

The sub-committee has reviewed the new Model Rules and on almost every count recommends adopting them. We have also taken this opportunity to align our new rules, clause by clause, with the Model Rules. This will ensure that future changes to legislation will be able to be easily incorporated into our rules.

However, there are some areas where the committee does not believe the Model Rules are in the best interests of ccoCA, or its members.

We have had a long-term commitment to maximizing personnel change on the committee. This means there are effective limits on the length of time an individual can serve as President. We want to retain this requirement; but it is not in the Model Rules.

The Model Rules call for a committee that includes a Vice President, but makes no provision for a Spare Parts Officer. We see no particular need for a Vice President, but your committee strongly believes the role of Spare Parts Officer is vital to the lifeblood of ccoCA and must have a

seat at the table.

There are other clauses where your committee believes it to be in the continued best interests of the association to keep current practice. For example the Model Rules make no provision for Life or Joint Membership.

You should already have received a letter from me, which includes a document that shows in full the rules which your committee recommends be adopted by the association. It also shows, where this proposal differs from the Model Rules, what the Model Rules say. You will be able to view our current rules, this proposal and the Model Rules in full on our website.

Any change to ccoCA's Rules of Association must be approved at a Special General Meeting. We propose holding this Special General Meeting as part of the regular Club Night on Wednesday, November 27 at the Frog Hollow Meeting Room, Fordham Ave., Camberwell. But with a 6:30pm start.

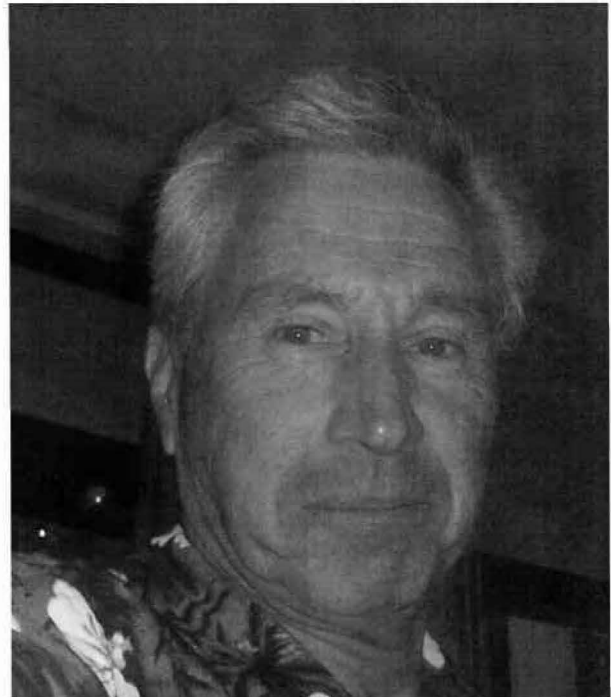
The quorum required at the meeting is that at least 25% of the members are present. Actually present, in the room.

And this is where the **FREEFOOD!** comes in. In an effort to encourage members, and their joint members, to come along the Club will host a BBQ before the Special General Meeting. We will provide quality sausages, wrapped in grainy bread, with a range of sauces and relishes,

soft drinks, tea and coffee to help make the evening get of to a good start. So join us for a 6:30pm start on what we hope will be a balmy Melbourne evening.

For the changes to be approved assent must be given by  $\frac{2}{3}$ ds of those present [in person, or voting by proxy]. So, if you cannot be with us for the **FREEFOOD!** please be sure to return the Proxy Form, that was included with the President's letter, to the Secretary ASAP, at PO Box 52., Balwyn, Vic., 3103.

If you have any questions about the changes, please contact Leigh Miles on [03] 9888 7506 or [editor@citroenclassic.org.au](mailto:editor@citroenclassic.org.au). Peter Sandow ~ President



## SPECIAL GENERAL MEETING

Club of Australia ~ that, you as a member, never see. There is a mass of work done by the committee to ensure that what you see is merely a well-run club meeting your needs. But as with the duck on the pond, there is a good deal of paddling goes on under the water to give the impression of smooth, well-organised progress.

One of the most boring, but most important of these is ensuring the association's rules comply with our legal obligations. All Victorian Incorporated Bodies [of which ccoCA is one] are established under, and abide by, Victorian government legislation. This means that when the legislation is changed the committee must ensure that our rules align with the legislation.

While the association's current rules reflect quite closely the Model Rules that were current when we last reviewed them, they do not align easily ~ clause by clause ~ with them.

Recent legislative changes have resulted in a new set of Model Rules. As a result a sub-committee [Leigh Miles and Max Lewis] was

**S**M220 is a unique car in that it is one of only three Citroën SMS officially owned and built for Citroën as prototypes for an intended, but never fulfilled, Right Hand Drive production series of SMS. Purchased

story is as relevant now as it was then. However, since receiving this article from Geoff Burford your editor has been doing some further digging into the history of the three cars. The first part of my findings follows this article.

As the research is on-going there will be additional material and

photos in the next edition.  
THE MIDDLETON CITROËN SMS  
BY JOHN MOLE

by John Mole of Melbourne from Jeffrey Dutton Pty Ltd in 1990, he owned and maintained the car for the next 20 years until it was sold to CCOCA club member Geoff Burford in late 2010.

In the early years of his ownership, John researched the history of the car and prepared this story in 1994. The car is still in mint condition today and John's

In May 1990, my wife and I realised a long term ambition when circumstances allowed us to purchase a Citroën SM from Jeffrey Dutton Pty Ltd, Church Street, Richmond, Victoria. The car was purchased by AO Dutton & Sons Pty Ltd from Mr Jack Aptaker and is one of only three vehicles originally owned by the Citroën Factory and officially built as right hand drive [RHD] versions by Middleton Motors in the UK.

At this time I was told that only one other vehicle was still in existence as the third had been damaged beyond repair. I was to discover, however, the whereabouts of both other cars and more!

During a visit to the UK in June 1994 when I was reading 'Classic and Sportscar' magazine, I noticed the write up of an International Meeting of Citroën SM clubs, to be held in the New Forest area, culminating with a Concours on Sunday June 5 at Beaulieu. My wife and I attended the Concours where about 50 SMS from the Con-

tinents and UK were magnificently presented, including one of the apparently three remaining Chapron bodied four door models. All were left hand drive.

At the Concours, we were extremely fortunate to meet Derek Corpe, a fellow Citroën enthusiast and owner of Middleton's first SM RHD Conversion [among other SMS]. Derek was able to confirm that our vehicle was the second converted and that the third vehicle was still owned and driven by Mr Ray Middleton. After a telephone call to Ray, a meeting was organized at his home on the 10 June, and Derek kindly arranged to drive me there. We spent a couple of enjoyable hours discussing the history of the original three RHD SMS as well as being treated

to a tour of inspection of some of Ray's other rare and desirable motor cars.'

My thanks in particular to the late Ray Middleton, who confirmed and added to information gleaned from other Citroën addicts and my own research, thus enabling me to present this article regarding the three factory approved RHD Citroën SM conversions. [Unfortunately Ray died in August 1994, just after our visit, but subsequent discussion with his wife, Tanya, revealed that he read and concurred with the following just prior to his death.

CITROËN SM RIGHT-HAND DRIVE VEHICLES: THE 'RIGHT' STORY

Soon after the release of the SM there was an obvious call for

The car referred to as Car No 3 in this article. These images are from Julian Marsh's Citronet website.

## THE 'RIGHT' STORY





RHD version production and the UK factory of Citroën, a vehicle building division in its own right, was commissioned to investigate and report to Citroën France on the feasibility of producing ten [the estimated worldwide RHD

type factory vehicles supplied by Citroën France. These were to be supplied to Middletons and after conversion, returned to France for final inspection by Citroën engineers.

The factory cars, two carburettor and one fuel injected version, [possibly factory demonstrators]

were sent to the UK and converted by Middleton Motors in Porters Bar in liaison with Slough engineers. When the first car was completed it was taken to a hotel in Burnham Beeches and locked in a garage until unveiled for the Managing Director and Chief Engineer of Citroën at Slough to inspect.

It took about three months to complete and was initially converted by turning the LHD steering rack upside down. A special relay box and gears was subsequently built to convert the steering rack to RHD and this was fitted to the latter two cars and retrofitted to the first. An opposite handed quill shaft was also manufactured to operate the variable power steering. All three cars were returned to the Bureau d'Etude in France for inspection before finally being approved by Citroën and returned to Middletons.

A fourth vehicle, less the parts not required for RHD versions, was sent to Citroën in Slough to be the first production RHD car. This vehicle was never collected from Slough by Middletons, how-

ever, as the fuel crisis of the early '70s caused a severe slump in the sales of the SM which, along with changes to the ownership and control of the Citroën organization resulted in cancellation of further SM production.

Ray Middleton meanwhile, having been assured verbally of the go ahead of the RHD SM, had set up a Factory specifically for the project in Hedley Rd, St. Albans, Hertfordshire, UK. [It is possible that some of the final work on the three initial vehicles was completed at St. Albans although most was handled at Potters Bar].

Citroën paid for some of the preliminary work such as foam shaping and covering of about a dozen dashboards and all other RHD components which had been commenced by Middletons prior to cancellation,

They were unable to assist Middletons in their outlay for, and set up of, the factory however but Ray Middleton, by arrangement with Citroën retained the three RHD vehicles. He later sold the two carburettor versions and kept the fuel injected car for his own use.

I have a photograph taken

Note that ill-fitting glove box lid on both this car and that shown in the previous image.

## The 'RIGHT' STORY

On this, and the following page are images of Geoff's SM 220 taken while undergoing work at Heka & Co. Again these images are from Citronet.



on Friday, 10 June 1994, of Ray Middleton with Derek Corpe and the writer, owners of the three vehicles which, amazingly, still survive. The first and third are in the UK and our car, number two, is in Victoria, Australia.

#### CAR NUMBER ONE

Citroën SM ~ Carburettor ~ Silver

Registered N° XPP 878

Engine N° 302218

Chassis N° 00SB0215

i] Citroën Factory, France

ii] Middleton Motors

iii] John Zimble

iv] Derek Corpe

#### CAR NUMBER TWO

Citroën SM ~ Carburettor ~ Dark blue

Registered N° SM 220

Engine N° 105127

Chassis N° 0059004438

i] Citroën Factory, France

ii] Middleton Motors

This vehicle was bought, having travelled a mere 1,000kilom-

eters, by a Jack Aptaker. After driving it around England for a few months he hired a container and brought the car with him to Australia where it was driven until showing 24,000kilometers sometime in 1984[?] He then sold it to AO Dutton Pty Ltd  
 iii] Jack Aptaker  
 iv] AO Dutton & Sons Pty Ltd  
 Duttons completely rebuilt the vehicle using all new parts where they were still available. The car was dismantled and completely stripped of all original paintwork. It was then repainted deep blue in two pack by Heka and Co. Interior components, seats etc were all recovered in mid-dark grey leather by Blackman and Sons. The engine was removed and reassembled using all new parts and incorporating all the timing chain modifications, by John Nicholls. The car was rebuilt

with no regard to cost and Jeff Dutton estimated that in excess of \$50,000 was spent on parts and labour during its rebuild in 1988! The car was to be the flagship of AO Dutton & Sons Pty Ltd, but business closedown caused subsequent sale of the SM through a separate sales outlet operated by Jeff Dutton.  
 v] Jeffrey Dutton Pty Ltd  
 vi] John & June Mole  
 vii] Geoff Burford [2010 to current]

#### CAR NUMBER THREE

Citroën SM ~ Fuel Injection ~ White/Black roof

Registered N° NBH 94L

Engine N° Not recorded

Chassis N° 0065000351

i] Citroën Factory, France

ii] Middleton Motors

iii] Ray Middleton.

This article was kindly supplied by the vehicle's current owner, and ccoca member, Geoff Burford. ⚡

Left to right: John Moyle, the previous owner of Geoff Burford's car, Derek Corpe [one-time owner of Car No 1] and Ray Middleton: the genius behind the project, and owner of Car No 3.

## The 'RIGHT' STORY

Ray Middleton was also responsible for design improvements to many other SMS, among them being fitting of electronic ignition and timing chain modifications, two particular areas where problems were experienced.

John Mole 20 September, 1994.

For our record, the ownership history of the vehicles is as follows:





90 YEARS IN AUSTRALIA

citroen.com.au

CITROËN C4 PICASSO



CITROËN C4 AIRCROSS



CITROËN C5 TOURING



CITROËN C4 SEDUCTION



1967-1987



CITROËN

CREATIVE TECHNOLOGIE

CELEBRATING 90 YEARS OF CITROËN IN AUSTRALIA  
WITH THE BRIGHTON CITROËN DEMONSTRATOR CLEARANCE

motorworld

BRIGHTON CITROËN 771-773 Nepean Hwy Brighton (03) 8530 6150 www.mwaus.com.au

How could any editor, with a story one of just three examples of a car in the world let it rest just as it was supplied? Especially when the internet is such a prolific source of information [its veracity may be questioned, but there sure is lot of stuff to be found out there].

Plus I am fortunate in having some great uk-based connections who, being closer to the sources can often dig for things that are not even on the internet. My search has been one such as this.

The silver car... number 1 in Geoff's article has been the most elusive. Or more correctly the car about which it seems the least is known. From what I can

determine this car is in a private motoring museum is Stondon in Bedfordshire.

Their web site shows a bright metallic blue left hand drive car, but there is no reference to either a silver version nor a right hand



drive example.

But I have had far more success with car number 3 ~ that owned by Ray Middleton until his death.

Following Ray's death in August 1994 the car was transferred into the name of his widow, Tania [Tanya]. That transfer was made in November 1994.

The current owner of the car has the v5 [uk registration

The 'Malaysian' car, now painted in period orange. On the interior image note once again the ill-fitting glove box lid.





document for the car] and an image of it accompanies this article.

As an aside, Barry Lowdell also worked at Middleton Motors and was involved in the work on the sms. Today, Barry is the owner of BL Autos in Welwyn Garden City,

No more is heard until 1996 when it changed hands. It was sold to Christopher McCarthy of Montana Rd., London and was subsequently shipped to Malaysia.

The car has now been sold to Andrew Drinkwater and the

previous owner has passed into Andy's hands a fine collection

of material relating to the car. Unfortunately, Andy is currently travelling and the material was not available for publication in this edition of 'Front Drive'. But, I should have it all for the next

*Continued on page 30*

## Where Are They Now?

Herts. Barry and his son, Robert, probably work today on more sms than any other workshop. They have some 30 cars on their list. If they don't know sms, no-one does.

Barry remembers this car being quite rusty back in the 1990s.



AF 8677359  
Driver and Vehicle Licensing Agency

### Vehicle Registration Document V5

Registered Mark: **W814 F4L** Validation character: **W**

Please quote the Registration Mark in all correspondence

Registered Name: **CHRISTOPHER THOMAS M MC CARTHY**  
Address: **5 MONTANA ROAD LONDON SW20 5TH** 70952

Vehicle Class: **PRIVATE/LIGHT GOODS (PLG)**  
Make: **CITROEN**  
Model Type: **SM**  
Coupe

Colour: **WHITE/BLACK**  
Type of Fuel: **PETROL**  
V5C/Chassis/Frame No: **00SC0525**  
Engine No: **300325**  
Cylinder Capacity: **2675 CC**

Registration Date: **12 10 72**  
Date of Expiry: **01 07 96**  
Last Change of Keeper: **2 SINCE APR 76**

The person named above is recorded as keeping the vehicle described opposite. The format of the address has been agreed with the Post Office and may differ from that on the application form. **THE REGISTERED KEEPER IS NOT NECESSARILY THE LEGAL OWNER.** The V5 document is not a document of legal title. This document is issued by the Driver and Vehicle Licensing Agency on behalf of the Secretary of State for Transport. Police officers and certain officers of the Department of Transport may require you to produce it for inspection at any reasonable time. **YOU ARE REQUIRED BY LAW TO NOTIFY CHANGES TO ANY OF THE DETAILS PRINTED ON THIS DOCUMENT AS SOON AS THEY OCCUR.** To do this, please complete the changes section on the back of the document. Failure to do so may result in prosecution and a possible fine of £1,000. The notes overleaf and below explain what to do. For further information please ask at a post office or Vehicle Registration Office for leaflet V150 or ring Customer Enquiries (Vehicles) 037921 772134.

The registered keeper is: **MRS TATYANA MIDDLETON, HILL VIEW FARM, NORTHAW ROAD WEST, NORTHAW, POTTERS BAR EN6 4BY**  
- ACQUIRED VEHICLE ON 12 11 96.

1. IF YOU SELL THE VEHICLE FILL-IN AND RETURN THE TEAR-OFF SLIP BELOW.
2. IF YOU ARE THE NEW KEEPER AND YOUR NAME IS NOT SHOWN ABOVE TELL US NOW BY FILLING IN THE BACK OF THIS FORM. WE WILL THEN SEND YOU A NEW DOCUMENT IN YOUR NAME.





## Geoff Burford's SM220





## Geoff Burford's SM220





## Geoff Burford's SM220





Continued from page 22

edition. Andy's ownership surfaced because he had contacted the UK Citroën Car Club seeking background information on the car. Information has been sourced from both my friend Shaun Lilley

[who works for Citroën UK] and Barry Lowdell.

Andrew tells me he has 'an original letter from the UK Patent Office to Ray Middleton to confirm his patenting of the right hand drive conversion, which

is pretty amazing... there are several photos of the car in the UK

in 1996 before it came to Malaysia, but I will have to scan these to send to you'.

While the car was still black and white when it was shipped from the UK, at some stage the car has been re-painted orange. At least it is a 'period' [albeit not original] colour, I guess.

The car was last on the road in about 2000. So it probably has not run for over a decade.

Barry Lowdell has also provided some information about the cars. It would appear that all three cars were re-painted when they were with Middleton Motors undergoing conversion.

Number 1 was originally Vert des Tropiques [AC 525] but has been for decades been Silver.

This colour can be seen on line here... <http://citroensmpassion.free.fr/ch6/ac525.htm>

Number 2 was originally Vert Argent AC 527, introduced in 1972 also called Silvery Green] but has for decades been dark blue [it was certainly dark blue when John Moyle bought it in 1990].

This colour can be seen on line here... <http://citroensmpassion.free.fr/ch6/ac527.htm>

[free.fr/ch6/ac527.htm](http://citroensmpassion.free.fr/ch6/ac527.htm)

Number 3 is now orange [painted in Malaysia], after being previously black and white and originally Delta blue. [AC 640,

introduced 1972]. This colour can be seen on line here... <http://citroensmpassion.free.fr/ch6/ac640.htm>

More next edition.

## WHERE ARE THEY NOW?



The original colours of the three cars Middleton Motors converted. Top to bottom AC 525, AC 527 and AC 640.

Prize winners at the 2013 Combined Citroën Concours, held in conjunction with the All French Car Day were:

☞ Rear Wheel Drive Type A Peter Olerhead

☞ Traction Avant Big 6 Philip Rogers

☞ DS/1D & SM DS21 Robert & Kay Belcourt

☞ A-Series 2CV Robyn Barlow

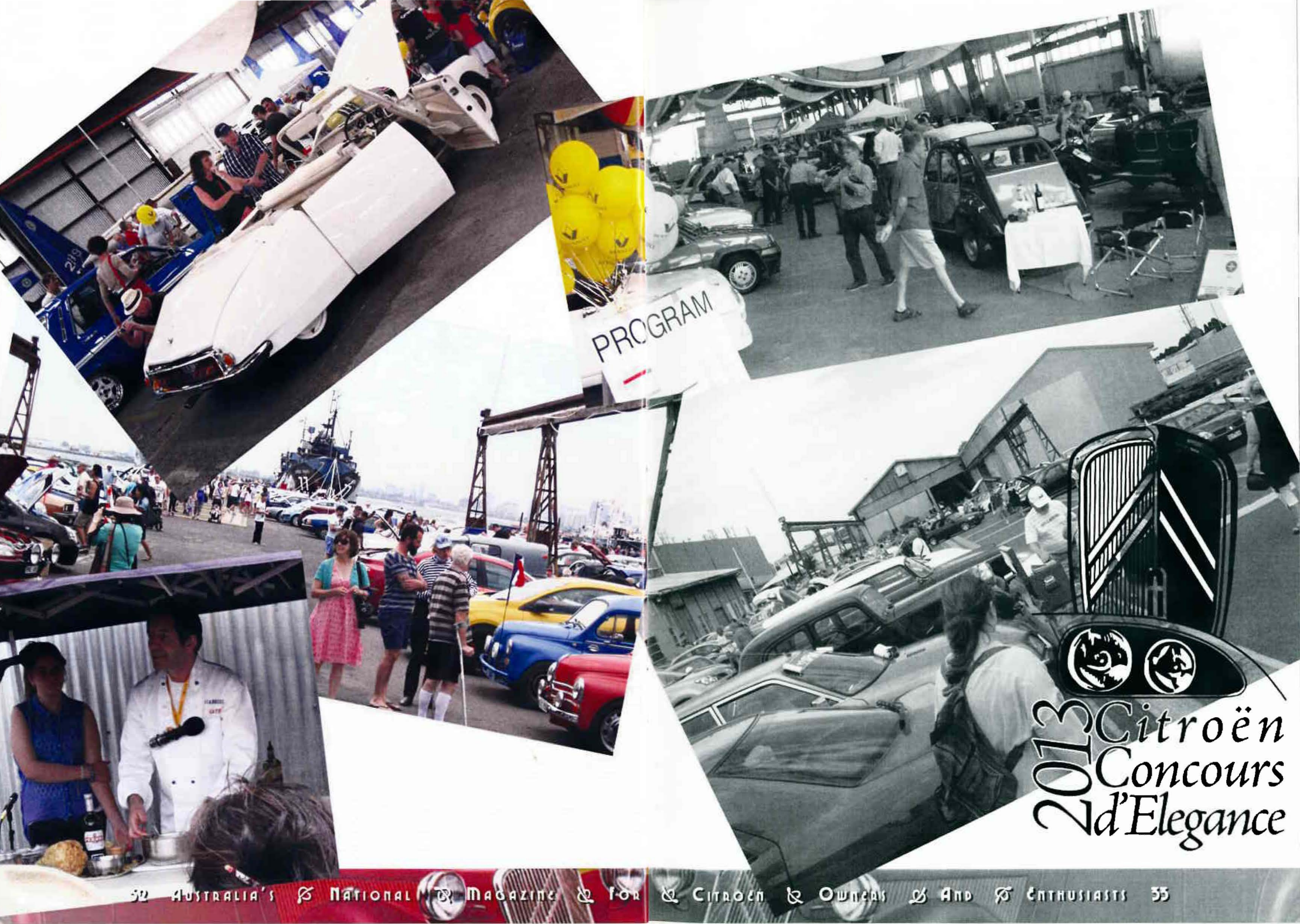
☞ AX, BX, CX, GS GS John & Mark Brown

☞ XM, Xantia, Xsara not awarded.

☞ C2, C3, C4, C5, C6 c6 John Fedorko, CCCV







PROGRAM

2013 Citroën  
Concours  
d'Elegance



To day we think there is nothing quite like the SM. The journalist's view in 1973 was in agreement with the statement, although not so much with the sentiment.

levelling suspension with multi height control four wheel disc brakes with high-pressure power assistance taken from the suspension, six headlamps, all with automatic height correction, two turning with the front wheels

and four dipping and front wheel drive from a Maserati-designed

133kilowatt, 2,670cc v6 engine, are certainly among the leading items.

But it is the SM's novel, to say the least, steering which sets it apart from other cars. Many cars have power steering, some have variable steering ratios and a few have variable-ratio power steering.

But none has a system with all these advantages combined with a lightning-quick ratio and a unique self-centering action which increases with speed. With just two turns lock to lock, the SM's steering has the 'don't sneeze or I'll spin' swervability of an MG TC. Ah... but that it was so simple.

At rest with the engine running the steering receives total assistance from the high-pressure hydraulic system so that the wheels immediately return to the straight ahead position when the wheel is released. This means that they straighten up on their own accord after you have parked, which can be a little disturbing at first.

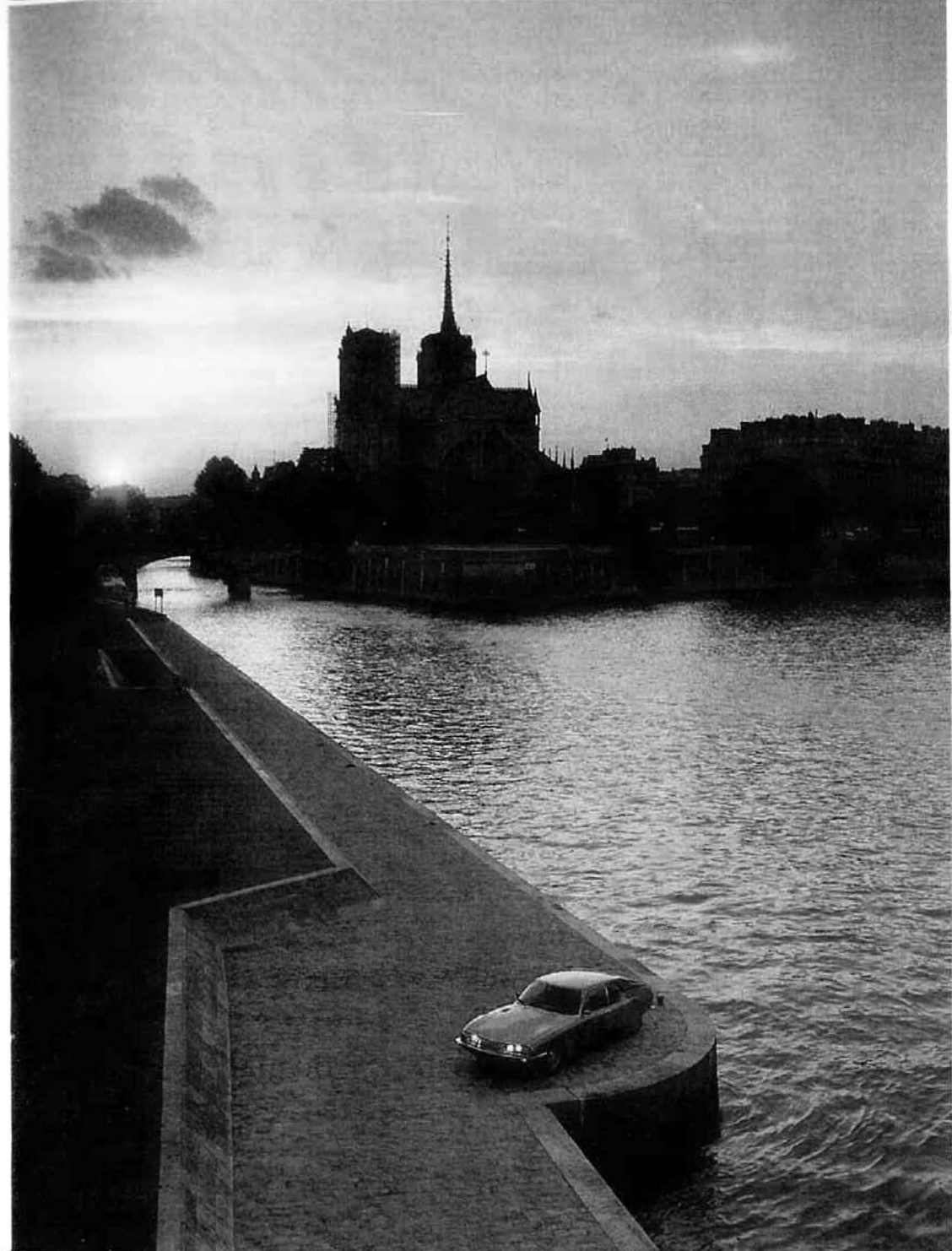
At the same time the variable steering ratio ensures that the reaction of the front wheels becomes inproportionately greater

I have just been driving what is undoubtedly the world's most technologically-advanced motor car, the fuel injected 225kilometres per hour Citroën SM. But I'm sure it is too good for most drivers.

This is not an uptown attitude born from my work and pleasure as a motoring journalist, sampling the industry's ripest fruits and its sourest lemons. It is a statement of sad fact. For in the SM we have mechanical components which drive and govern the car much better than most of the people who will set them in motion and I doubt whether most motorists will be prepared to admit such humiliating defeat.

And even those who are prepared to humble themselves in the cloth-upholstered cabin of the most expensive Citroën will probably be unable to cope if they have been weaned on a traditionally dull Australian automotive diet.

What makes the SM different from other cars in the high-powered executive league? Well the answer could take several pages. Hydro-pneumatic self-



## 1973 ~ PERIOD PIECE

the more you swing the wheel. Ideal for skid correction and quick dodging manoeuvres.

As you leave the city confines, the effort required to turn the steering wheel increases with the vehicle's speed and the angle

system to another. Something like the man who has a manual and an automatic car in his garage and occasionally has to swap to the other. Inevitably he stabs the brake for the clutch or stalls at traffic lights sometimes.

Once you have overcome the transition to the SM's direct-

ness you feel you are on top of the problem, but usually the first left hand corner catches you out. The system is so direct that you do not need to move your hands on the wheel for this operation and most people over-compensate.

At highway speeds even more care is needed. You only need to flex your finger-tips for an overtaking manoeuvre, although unlike MG TC direct steering the SM is directionally very stable and not easily moved off line at speed, thanks to its self-centre action.

But it regularly caught me out on long sweeping bends when I found I needed to make an alteration to my line and made a real mess of the corner.

To be fair to the system I must thank it for saving the skins of two French suicide 'peatons' who stepped onto the road from behind a parked car. The simple flick of the wrist which was all I had time for would not have saved them in an ordinary car.

Yet despite all this, I was very glad to return to the superb, conventional steering of my own smaller model GS Citroën at the

end of the SM drive.

Although colleagues who have driven thousands of SM miles say that you become used to the system after a time, I am not so sure I would. On my GS I enjoy a feeling of complete mastery; I don't know whether I am prepared to accept partial serfdom in the SM.

And I'm not alone in this philosophy. Tests by the Human Factors Group of the Engineering Department at Melbourne University several years ago showed that there was an optimum steering ratio with which most drivers felt happy. Too sloppy and slow ~ as on an early Falcon ~ and the motorist could not react quickly

enough. But too quick, and he was equally at sea. The group established suggested design limits for car steering systems and these will ultimately be channelled to the Government as legislative recommendations.

Goodness knows what they would have thought of the SM had it been available then!

It all goes to show that man is slow adapting to change and must be led slowly down the paths of enlightenment. And it also shows the dangers of taking away his ego-power to determine his own destiny behind the wheel.

For this reason I strongly oppose American head-light dipping

## 1973 ~ PERIOD PIECE

through which the front wheels are turned. This is a direct action of the powerful self-centering mechanism and it means greater stability at speed as the steering has the feel ~ although artificially produced ~ and solidity of a conventional non-power system combined with a super-quick ratio.

It is all a little unnerving at first. The Melbourne owner of one of the earlier SM's nearly sold it because his wife could not come to terms with the steering, but admittedly they had had a wheel-twirling Ford Thunderbird beforehand. Most people over-compensate at first and drive away in a series of yaws feeling not quite at ease.

I drove an SM for 400km and still felt a little uneasy at the end of it. It was a nasty feeling that I was not quite the master of the machine and that if I didn't fall in line it might bite back.

The problem with the system is not its fault; it is ours. Old habits die hard and, particularly when you drive several cars a day or a week, it is hard to make the transition from one radically different



mechanisms which can leave a motorist almost literally in the dark when he would rather dazzle an oncoming car for a second and spot a bend in the road. Lucas has a unit out on option to manufacturers called the Autosensa

blow-out? He could drive for miles on a shredding tyre without knowing it.

The same can be said for Dunlop's superb Total Mobility Tyre which was designed to run flat and can be driven for up to 160km at

80kph without causing damage. I drove a Mini with a deflated

TMT on the back and I would honestly have never spotted it until an out of balance vibration set in at 80kph. Will the ordinary motorist ~ say Mum who has never had a flat tyre in her life ~ ever realise she has one until people point and wave? Unanswerable questions at this stage.

All I'm trying to show is that the poor car manufacturer is in a quandary. As he develops more marvellous motoring aids all the time he is widening the gap between the knowledgeable enthusiast and the ordinary motorist. Should he wait for man to catch up, or forge ahead?

As my final example, take Citroën's very sophisticated hydro-pneumatic self-levelling suspension

which uses oil to compress air for dampening and levelling. The system is used under licence by Rolls Royce and is acknowledged as the world's best.

However, a hump-back bridge can reveal the system's only real weakness. As the car is in the air, the wheels drop and the suspension thinks it is unladen and drains some of the dampening fluid from the wheel pressure

units. The car lands with a bang as a result. But as one well-known Australian rally driver who had bashed a big 'D' series Citroën around in the recent Ampol Trial pointed out. 'It only happens after you've been in the air for about five seconds!'

This article, by an unnamed author first appeared in 'Australian Motor Manual' in April 1973.

✂

## 1973 ~ PERIOD PIECE

I think. It is a single additional light unit which collects oncoming headlights and turns away from them at a fixed angle to illuminate the nearside verge as the other car approaches. But I cannot help feeling that it can be caught out.

All this is not to say that the Citroën SM system is dangerous or unsafe. Quite the contrary, as it is undoubtedly the best steering system on any production car today. And it has great inbuilt safety. For example if a front tyre blows out at speed the steering self-centre stops any tugging or pulling.

So you don't spin or swerve. But what happens when you have an insensitive motorist at the wheel who has never before experienced a



## SILENT BLOCKS

News on the spares front is rather quiet with the good news being the slight strengthening of our \$ which is good news as far as parts are concerned.

Recently a member was chasing a set of silent blocks for the front end and I thought it prudent to fill everyone in as to the process that we are compelled to follow.

Silent blocks are only available on an exchange basis. One needs to remove the inner splined shaft and the rubber and only send me the outer housings. These are then sent to Europe where they are assessed for usability. If deemed fit you will receive a deposit refund off the price. What needs to be considered is the viability of the

process? Postage to Europe is expensive so surface mail is the best option. This could take all of 2 months. If all four can be reused the deposit of €25 each can reduce the price. One has to weigh this up against the postage there and back.



## SPARE NEWS

Experience shows your deposit would probably cover the postage costs so the turn around time is the factor one needs to consider. In other words it is recommended you plan ahead.

## TYRES

As you are all aware the supplier will no longer ship free to Australia. Probably the best bet is to contact them directly with costs in the region of around £100 when I last checked?



## DRIVE SHAFTS

I do not profess to be a technical expert however reading a number of forums brought to light a potential significant problem for any one removing the front brake drums if not familiar with the

keep the drum on the stub axle!

✂ Ensure the inner and outer circumference of the drum bore mates perfectly on the stub axle. Use mechanics blue to check this.

✂ When tightening the nut lubricate the nut/drum

Traction.

If the drum is not correctly fitted and torqued the possibility of the stub axle shearing becomes a significant risk. With the axle shearing you will suddenly become aware of a slightly more than normal lean to the side accompanied by a grinding screeching noise around 110decibels plus. Should this happen steering becomes normal and only in a straight line usually at the same tangent that the brake drum has taken!

Assuming this is the worst, once stopped and upon inspecting the source of the noise one will find the stub axle sheared usually in the area of the woodruff key.

Jokes aside, this can be a rather frightening experience and believe it or not is not that uncommon.

For those attempting this themselves here are a few suggestions....

✂ When fitting the drum, ensure the woodruff key is the correct size.

✂ Remember the woodruff key is only there to position the brake drum and is not designed to

mate mating surface to allow smooth tightening.

✂ Check that the drum does not fit too deep on the axle. This will cause the nut to bite into the unthreaded part of the axle and the desired torque will not be obtained.

✂ When torquing the nut do this in one motion rather than two or three sequences.

✂ Never back the nut off to align the split pinhole!

✂ Lastly if in doubt ask! There is a wealth of experience out there so find a member who has done this before and get assistance.

✂ For those members that use modern day mechanics, make sure your man is 100% sure of what to do. These old girls can be a little difficult and like to be treated so!

Obviously as mentioned this is not meant to be advice or instruction in place of the manual but and the club cannot be held liable for any malfunction as this information is only intended as a suggestion?

Lance Warne

✂

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?

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 picturesque, 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 railway ~ 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](http://www.walhalla.org.au) and [walhallarail.com.au](http://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.visitlatrobe.city.com](http://www.visitlatrobe.city.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

meal ~ Rawson Village  
♦ Saturday, 19th April  
Breakfast ~ Dining Room  
Show & Shine ~ Rawson Oval  
Observation run  
Lunch ~ Dining Room  
Mine tour

Open Garden  
tour  
Walhalla Gold-  
fields Railway

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](http://www.wgac.org.au)

#### THE CIT-IN PROGRAMME

- ♦ Friday, 18th April  
Registration and light evening

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.

#### 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](http://www.cit-in.org)

#### ACCOMMODATION

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](http://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](http://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: \$18opp
- ♦ Book before 31 Jan., 2014: \$20opp
- ♦ Book before 1 Mar., 2014: \$22opp

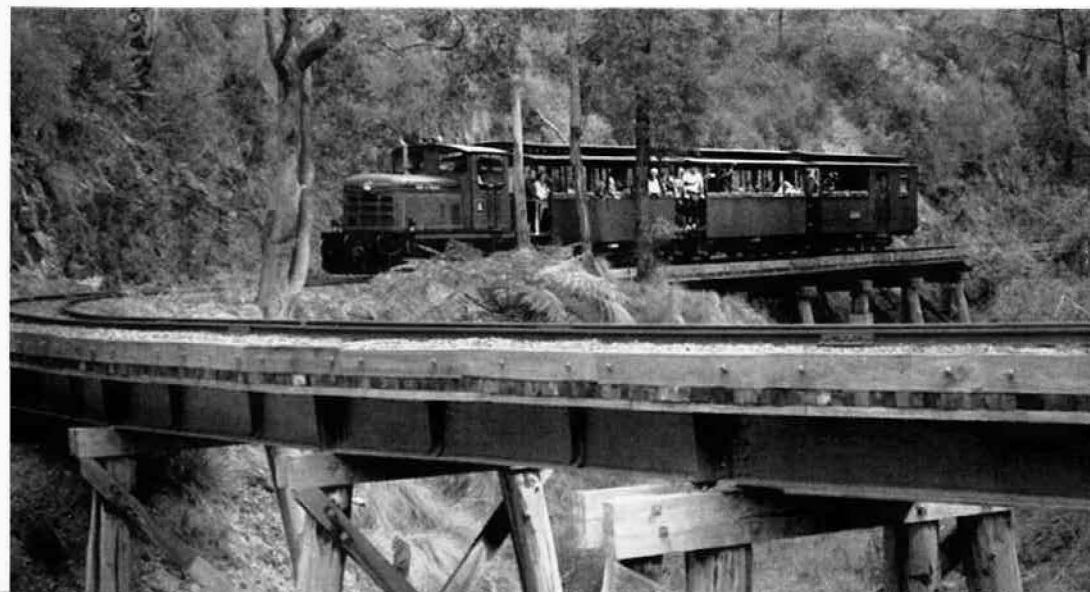
Both registration and accommodation are half price for children 12 years and under and free for children 3 years and under,

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. ☞

## CitIn '14 WALHALLA



Thanks to some collaborative work between Private Fleet and their friends at Progressive Insurance, we've got the results of some very interesting analysis on the distribution of car makes by state or territory using

examples:

South Australia is the hotspot for Holden ownership. In fact there are nearly 50% more Holdens per head of population, than you would find in Queensland. Loyalty to local manufacturing perhaps?

Are the British expats in Western Australia responsible

for the high penetration of Land Rovers?

So, what can we learn about the registrations of the three French marques across the country?

First, there are 26,870 Citroëns registered in Australia. I cannot determine whether that represents the full number, including those on the various Classic and Historic plates around the country, or not.

Not sure what that means until you look at the numbers for Renault [33,345] and Peugeot

[87,769]. Is it any wonder that finding an on-going distributor for the marque has proved so difficult?

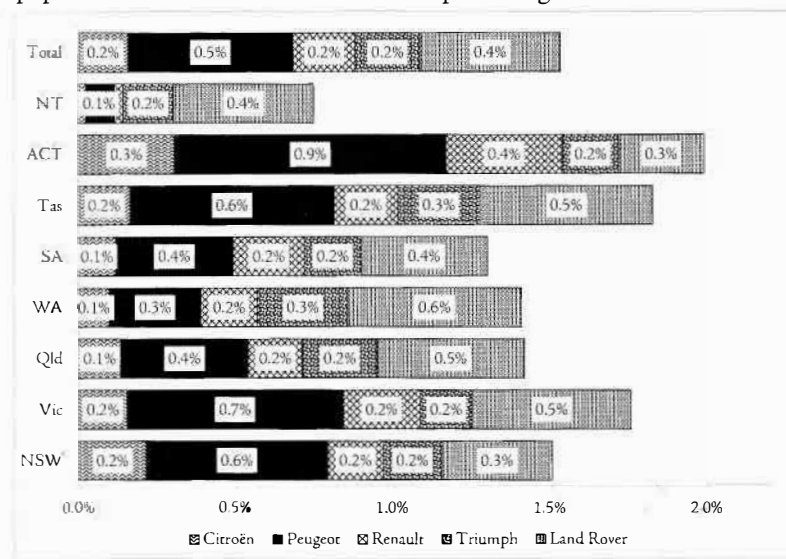
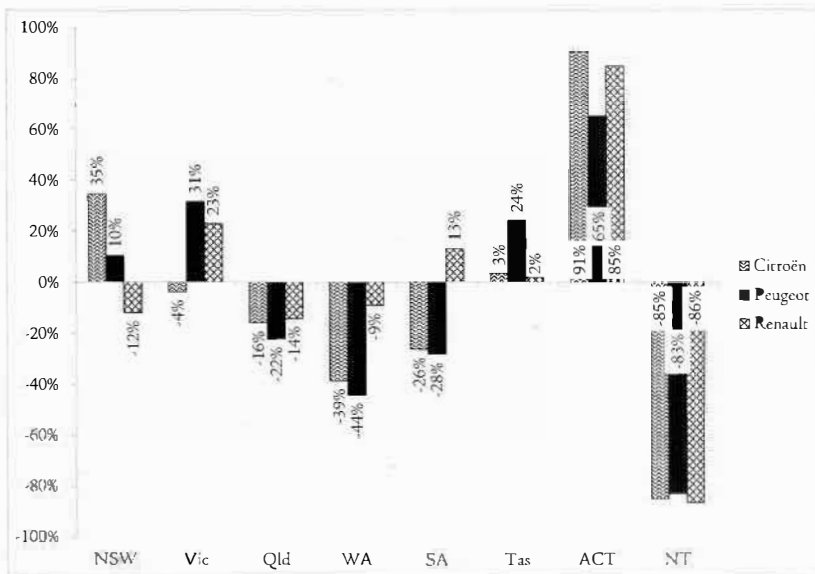
The first chart shows all three [Citroën, Peugeot and Renault] have higher than normal registration levels in the ACT. Indeed, you are almost twice as likely to see a Citroën whizzing around Canberra than the city's car population would lead you to expect. The fact that there are still only 818 Citroëns registered there is a less pleasing fact for the marque. With only 35 Citroëns registered in the Northern Territory you are 85% less likely to see a Citroën than total numbers might indicate. Peugeot [-83% and 128 cars] and Renault [-86%, 39 cars] are similarly rare in the Territory.

Queenslanders, South Australians and Western Australians are similarly less likely to own a French car than expected. So, where are the peak ownership points? NSW does have the strongest Citroën ownership level [+35%], Peugeot and Renault have the highest popularity in Victoria [+31% and +23%]. Tasmanians like Peugeot and South Australians go for Renault.

An interesting sidelight is that despite not

on the market since 1980, there are still more Triumphs on the road in Australia than either Citroën or Renault. While there are more Citroën's on the road than Triumphs in NSW, in every other state the classic British brand takes the lead. Peak ownership rates for the English marque are in WA [+40%] and Tasmania [+26%]. The only other British marque on the survey results is Land Rover and it also has high ownership rates in WA [+23%], although that may more to do with actual off-roading than the state's large English population. High ownership rates in Victoria [+13%] maybe more to do with the marque's status as a Toorak Tractor.

It's an interactive map so have a play around with the figures. Choose a make on the left-hand-side, check out the numbers of vehicles registered then hover over each state to see the percentages.



As we near the end of 2013 [where did that year go?] it is time to start thinking about trips away in your Citroen in 2014. In 2014 there are at least four multi-day trips planned to keep you amused and provide yet another reason to

joyment of being in ccoca is the camaraderie of the members and their ability to talk of things other than Citroën.

As I say, there are at least four journeys planned on the ccoca calendar. The first is Graeme and Lee Dennes Strathbodie Safari. Here's what they have to say...

## FORTHCOMING SAFARIS

get your pride and joy on the road and spend time with other like-minded people. One of the great things about ccoca, and indeed some other car clubs I could name, is that while mechanical expertise is encouraged and appreciated it is certainly not a condition of entry. Goodness... if it was there would be no room for members such as me.

But seriously, part of the en-

### STRATHBOGIE SAFARI WITH LEE AND GRAEME DENNES\*

**WHEN:** Friday 21 to Monday 24 March  
**FROM:** Ringwood, Vic  
**TO:** Seymour, Vic  
**COST:** See below  
**BRING:** Everything for a four day excursion  
**BOOKING:** Essential for accommodation by January 31  
**CONTACT:** Mike Neil, 04 1821 1278  
activities@citroenclassic.org.au

#### BRIEF ITINERARY:

This four-day, three-night country drive for March 2014 will be spent exploring the beautiful Strathbogie Ranges. It's an area renowned for its scenic drives, where one will encounter huge granite boulders, lush valleys and spectacular views. Or as we did, a young koala strolling down the middle of a country road.

We will start from Ringwood on the Friday morning and make our way to Seymour via Yea.

On Saturday and Sunday we will travel country roads, have lunch at

the popular Ruffy Produce Store, enjoy a ride on the Kerrisdale Railway and picnic lunch at the picturesque Seven Creeks Park at historical Euroa. We will gather each evening at the camp kitchen for a meal and partake of more mirth and frivolity.

On Monday we will have a hearty breakfast at the camp kitchen before setting off to return to Melbourne via Healesville.

Please note: There are some sections of well-maintained gravel roads.

The above itinerary will be further expanded.

**ACCOMMODATION DETAILS:**  
Goulburn River Tourist Park, 30 Trevan Street, Seymour [03] 5792 1530

Nicole & Matthew will be able to help you with your booking. Mention you are with the 'Citroën Club'.

There is a selection of cabins, powered sites and unpowered sites to suit all tastes. For more details, visit their website at: <http://goulburnrivertouristpark.com.au/>  
**PLEASE NOTE:** Accommodation will be held for us until 31 January 2014.

What to do if you wish to come along:

✂ Contact the Goulburn River Tourist Park to book your accommodation, advising Nicole or Matthew you are with the Citroen Club, as arranged with Lee and Graeme Dennes.

✂ Contact Mike Neil, 04 1821 1278 or activities@

citroenclassic.org.au to confirm your attendance.

✂ Send by email your phone numbers and email address to Mike as well so further information can be provided to you as it becomes available.

**PLEASE NOTE:** All expenses will be paid by participating individuals. Food will be BYO.

\* Some of you, of a certain age, may well remember a television programme titled 'On Safari, with Armand and Michaela Denis', a totally difference experience.

Next on the travel agenda is CitIn in eastern Victoria. You will have read all about that on page 41.

The Queen's Birthday long weekend in June will see Kay and Robert Belcourt hosting their first OzTraction. Full details will be in the next edition of 'Front Drive'.

To celebrate the 80th anniversary in 2014, ccoCA is conducting a run to honour this occasion.

## 80ème ANNIVERSAIRE DE LA TRACTION

The run will commence in Gundagai on October 10 and conclude in Corowa 11 days later. It will be very similar in nature to the 75th anniversary run organised in 2009 by Brian Wade and ccoCA.

The places visited will be Gundagai, Jerilderie, Barham, Mildura, Berri, Bordertown, Donald, Echuca and Corowa. The total distance is about 1,790kms. There will be a





two night stay in Mildura.  
Due to limited amounts of accommodation and other factors the run will be limited to 20 cars.

#### TRACTIONS ONLY!

The Itinerary:

Day 1: Friday, 10 October

## FORTHCOMING SAFARIS

Gundagai. Meet and Greet, in the evening, at the Gundagai services club a meal will be served and directions given.

Day 2: Saturday, 11 October  
Gundagai to Jerilderie 275km  
Breakfast at the 'Dog on the Tucker Box' then to Jerilderie via June and Narrandera.

Day 3: Sunday 12 October  
Jerilderie to Barham 175km  
Travel is via Deniliquin.

Day 4: Monday, 13 October  
Barham to Mildura 305km  
Travel via Kerang, Swanhill and Robinvale.

Day 5: Tuesday, 14 October  
Mildura. A free day to explore the area.

Day 6: Wednesday 15 October  
Mildura to Berri 164km  
Travel via Renmark.

Day 7: Thursday 16 October  
Berri to Bordertown 262km  
Travel via Loxton and Pinnaroo

Day 8: Friday 17 October  
Bordertown to Donald 230km  
Travel via Nhill, Jeparit, and Warracknabeal

Day 9: Saturday 18 October  
Donald to Echuca 201km  
Travel via Charlton, and Boort

Day 10: Sunday 19 October  
Echuca to Corowa 180km  
Travel via Barmah, Cobram and Mulwala.

Farewell dinner tonight at D'Amicos Restaurant, Corowa

All participants MUST book your

own accommodation directly with the provider. Some places

are holding places for us but some are not, still mention the Citroën run. It is essential that you book ASAP as some can be very busy and booked out well in advance. Full accommodation details will be in the next 'Front Drive'. Nothing is being held after June 1.

Most of the recommended accommodation have units with multiple bedrooms some two or three so if you wish to share ask when booking.

All of the caravan parks have camping available.

Some have offered discounts so mention you are with the Citroën classic car 80th Anniversary run when booking.

At all the overnight stops there are other types of accommodation if you wish to source that.

The entry fee is \$150 per person.  
WHAT IS INCLUDED?

☞ Friday evening meet and greet two course meal

☞ Saturday morning breakfast

☞ Tuesday evening Mid rally dinner

☞ Sunday evening farewell dinner



the popular Ruffy Produce Store, enjoy a ride on the Kerrisdale Railway and picnic lunch at the picturesque Seven Creeks Park at historical Euroa. We will gather each evening at the camp kitchen for a meal and partake of more mirth and frivolity.

On Monday we will have a hearty breakfast at the camp kitchen before setting off to return to Melbourne via Healesville.

Please note: There are some sections of well-maintained gravel roads.

The above itinerary will be further expanded.

#### ACCOMMODATION DETAILS:

Goulburn River Tourist Park,  
30 Trevan Street, Seymour

[03] 5792 1530

Nicole & Matthew will be able to help you with your booking. Mention you are with the 'Citroën Club'.

There is a selection of cabins, powered sites and unpowered sites to suit all tastes. For more details, visit their website at: <http://goulburnrivertouristpark.com.au/>

PLEASE NOTE: Accommodation will be held for us until 31 January 2014.

What to do if you wish to come along:

☞ Contact the Goulburn River Tourist Park to book your accommodation, advising Nicole or Matthew you are with the Citroën Club, as arranged with Lee and Graeme Dennes.

☞ Contact Mike Neil, 04 1821 1278 or [activities@citroenclassic.org.au](mailto:activities@citroenclassic.org.au)

[citroenclassic.org.au](http://citroenclassic.org.au) to confirm your attendance.

☞ Send by email your phone numbers and email address to Mike as well so further information can be provided to you as it becomes available.

PLEASE NOTE: All expenses will be paid by participating individuals. Food will be BYO.

\* Some of you, of a certain age, may well remember a television programme titled 'On Safari, with Armand and Michaela Denis', a totally different experience.

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## FORTHCOMING SAFARIS

### For Sale

#### SUNDAY PARTS

ps Brake pads, Genuine Textar, suit green fluid cars. Part No 5 441-051, 1 JEU  
Set of Exterior stainless/rubber Door strips, used but good condition  
Indicator trumpets, chrome, used, average condition

10 Rear Number plate panel, NEW old stock

Safari tail lights, one set, two red one orange, NEW

Reflectors x 2 Rear Mudguard, NEW

Call Mike Neil to start haggling, 04 1821 1278, or email; taymike51@gmail.com

[37/06]

#### 1951 11BL

My old 11BL [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 BADGES

For sale boot badge Citroën script laser cut copies in mirror grade stainless steel better than chrome I have three \$4 each contact Chris Murray 04 0291 2397 Perth WA [37/04]

#### TRACTION PARTS

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]

### Wanted

#### LIGHT 15

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]

#### SUN VISORS

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

#### REAR MUDGUARD

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]