



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

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



FEBRUARY 2015 Vol 38 No 7

Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

www.citroenclassic.org.au

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

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

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

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 the Traction Avant Nederland calendar and the photo dates from 1935.

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Ted Cross [03] 9819 2208 [H]

Meetings

Club meetings are held on the fourth Wednesday of every month [except December] at 7:30pm. The venue is the Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

Deadline

The deadline for the next edition of 'Front Drive' is Friday, February 13, 2015.

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.citroencardclub.org.au/
QLD: www.citroenclub.org
SA: <http://clubcitroensa.com>
WA: www.citroenwa.com.au
www.doublechevrons.aunz.com

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 or to have been inspected and approved by one of the Club's Safety Officers. 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 there.

It is rare... actually I do not think it has ever happened before that I have been so overcome. Overcome? Yes, overcome by members writing articles for 'Front Drive'. I had been told to expect articles from participants in

the 80eme Anniversaire but as the sound of another deadline rushed past I had an article and pictures from Rob Little and pictures from Helen and Ted Cross. Over the last couple of days another five members have written articles or sent photos of this great event. Unfortunately the vast majority of the magazine had been completed by the time these additional contributions arrived. So, I'm flagging that next edition 'Front Drive' will contain the other 80eme features.

Volume 38 No 5 focussed on the Citroën cx, with a recent French article and an English road test from the 1970s. It was supposed to have been accompanied by Peter Sandow's personal memories of the model. Peter's quirky report was delayed and appeared in No 6.

Last edition saw the focus of the magazine directed to the

Peugeot 604 with a recent French article, an English period review that put the Peugeot up against the cx and an article from an Australian owner.

This month I had promised you a similar focus on a French haute de gamme model ~ Renault's R30. Well, I have the French article, I have my '70s road test [with the cx] but there is no personal report on the R30 ~ or indeed the bodily identical R20. Despite numerous attempts to find an owner in the Renault Car Club, RCCV was unable to help. Nice to know that cCOCA is not the only club that has trouble getting features written.

Seriously, I do hope you enjoy the final part of my haute de gamme trilogy

What else do we have? Lots of information about the post-CitIn tour of the Flinders Ranges, Fleet Follies from Lee Dennes, Sue Bryant and Ted Cross and of course forthcoming events through to the end of April.

Don't forget the Tuesday Chit-Chat on the first Tuesday of each month and remember you must book your spot on Teddie's Terrific Tour by March 22.

Leigh F Miles, Editor



Now that the Victorian State election is done and dusted with a new Government at the reins, I personally can relax a bit. The work on the East-West Link has been suspended which I know for a fact that one of our members is very happy. Their property

was going to be cheek by jowl to the major earthworks that would have put their lives in limbo for years. We wait and see if this new Government will do what they promise to do... I am not counting my chickens as yet but I am optimistic.

The first of the combined cCOCA/CCCV sub committee meetings was held just recently to set out the agenda for 2015 in particular the combined club Concourse and the French Car Festival which for this coming year is the responsibility of the Citroën marque. I have full confidence in this group to set the course for all of 2015 and beyond. One of the important issues behind all this is to bring back on course the regularity of the more important events like the Concours which as you will recall used to be a great occasion. If you remember the one at Bundoora that cCOCA organised [really it was a Peter Boyle/Ted Cross colossal effort] this is the quality of events to come. I first came to a Concours with the Traction Roadster way back

in 1999 at Como Park and that was and still is a great venue. I call on all of our members as well as our brothers-in-arms to make this coming Concours event one to remember and rock up with your pride and joy... it matters

not what condition your car is in, just a quick spit and polish if that is all that you deem necessary and present it for all to see.

I have spoken to Citroën Australia recently... especially to their new Marketing man and he will let us know what they have in mind for supporting the Citroën marque. They have something in the pipeline for Bastille Day... so watch this space.

You will see in the magazine that I have selected a splendid area for OzTraction... the venue is a beautiful country town in the South Western area renowned for its lakes and volcanoes. Further details will be made available after I have met up with two local cCOCA members who know the place like the back of their hand! As this is my first attempt at organising an OzTraction event, I want to make sure it is as good as all the others if not a tad better... if that is not too impossible a task. You probably all know that since cCOCA's inception back in 1977 there has been an OzTraction event every year since then [except when we have

Ed Sed

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hosted CitIn. Ed.], so this event is one to which members particularly look forward.

One of my other duties with the club is the role of Librarian which has been an enjoyable position to date, but at the AGM, I will be asking for the club to allow me to resign from this position. I am unable to give the time and effort needed to bring the Library into the digitised modern era which all activities seem to require. In the meantime I have been putting together the best set of magazines from 1977 onwards as an archive for future reference. This work has been really interesting and I will write an article on the passing years of 'Front Drive' publications. I would also like to say here that there are still

a few holes missing in the archival set so if there is anyone out there in ccoca world that has surplus to requirements any early sets [1977 ~ 1999 say], then I would love to hear from you wherever you may be.

CCOCA is seeing new members joining on a frequent basis so this is very reassuring to me in particular. There is a net gain in membership numbers which is heartening and I have decided as President that all new members be welcomed and in particular I will contact them personally and talk about their expectations. At heart I am a friendly bloke don't you know!! I am still intensely curious as to why people love their Citroëns... an ongoing fascination.

Max Lewis ~ President



PLEASE NOTE: IF NO BOOKINGS HAVE BEEN RECEIVED FOR AN EVENT BY THE BOOKING DEADLINE, THE EVENT WILL BE AUTOMATICALLY CANCELLED.

• JANUARY 2015 AUSTRALIA DAY HISTORIC CAR DISPLAY

Melway 2F J9
COST: Free
BOOKING: Spectators:
Not required
CONTACT: Lee Dennes,
04 3828 6181
activities@citroenclassic.org.au
More than 450 veteran, vintage



Australia Day

WHEN: Monday, 26 January
TIME: Participants: 10:00am,
Spectators: 12:00pm
WHERE: Participants
Northland Shopping Centre
Spectators
Kings Domain Gardens,
Linlithgow Ave., Melbourne.

and classic vehicles will be on show at the annual RACV Federation Vehicle display.

Celebrate racv's involvement in the Victorian community with free racv giveaways and RACV's community partners Royal District Nursing Service, Greening Australia, Victorian Opera, National Stroke Foundation, Alzheimer's Australia and The Smith Family for lots of fun, games and give-aways.

The Gardens will feature a host of free activities for all, scrumptious food stalls, and entertainment galore. See working dog displays, try soccer, tai chi, mini-golf and a range of other active and fun activities. Learn to relax

CHIT CHAT TUESDAY

WHEN: 1st Tuesday
3 February
3 March
7 April
TIME: 10:30am
WHERE: Jetty Café,
cnr Jetty and
Point Nepean Rds,
Rosebud. Melway 158 F12
COST: Cheap Eats
BOOKING: Not required
CONTACT: Warwick
Spinaze
04 0701 6719.

Join ccoca and cccv members for a morning coffee and a chat on the Mornington Peninsula.

CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday
January 22
February 26
March 26
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 and girls 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?

through laughter, have a health check, go prospecting and handle baby animals. See our emergency services and a variety of community organisations. Proudly supported by RACV in conjunction with the Federation

A-TRACTIONS

of Veteran, Vintage and Classic Vehicle Clubs.

CCOCA'S AUSTRALIA DAY CELEBRATION

WHEN: Wednesday, 28 January
TIME: From 4:00pm
WHERE: Frog Hollow Reserve
Rooms, Fordham Ave.,
Camberwell. Melway 60, B3

COST: Free
BOOKINGS: Not required
BRING: Rugs, chairs, tables, food drinks etc for a picnic or barbeque.
CONTACT: Lee Dennes,
04 3828 6181

activities@citroenclassic.org.au

This event's start time will give members time to beat the traffic and be home by dark if they so wish. We will have access to the Club Rooms at 4:00pm which will afford us the use of the rest rooms and shelter if needed. Let's do what Aussie's do best. Gather as friends and have lots of fun while we barbeque our favourite snag and celebrate living in this great country.

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

123ignition Australia 'Ignition systems for classic cars'



• FEBRUARY

SPARE PARTS AUCTION & SAUSAGE SIZZLE

NOTE: CHANGE OF VENUE

WHEN: Sunday, 8 February
TIME: From 11:00am

A-TRACTIONS

WHERE: Max and Roz
Lewis, 1 York St.,
Moonee Ponds
COST: Free ~ unless you bid
BOOKINGS: Essential, by
February 1
BRING: Refreshments, chair,
table, sunscreen & your wallet
CONTACT: Max and Roz
Lewis,

☎[03] 9372 0921

✉president@citroenclassic.org.au

The Club has an interesting stash of DS and Traction parts that we have decided would be better placed in the hands of members who need them than sitting in garages of various members of the committee. So, bring some refreshments and your wallet and bid for some exciting DS and Traction parts. We plan to have auctioneer-extraordinaire, Peter 'Luigi' Boyle holding the gavel. So, you will be guaranteed a fun day. Sausage sizzle provided free to all attendees.

Parking is restricted on the west side of York St., but there should be ample parking on the other side of the street.

REMEMBER: YOU MUST RSVP TO MAX, OR ADMISSION MAY BE

DENIED.

RACV CLASSIC SHOWCASE

WHEN: Sunday, 22 February
TIME: Display cars
from 9:00am

Spectators from 10:00am
WHERE: Mornington
Racecourse Carpark,
Melway 146, A3

COST: Display cars \$15
Spectators \$5

BOOKINGS: Not required

BRING: Picnic lunch, chair

CONTACT: [03] 9890 0524

WEBSITE: www.aomc.asn.au

As always the event plays host to the MG Concours and the Mercedes Benz Concours. Who needs more reasons to bring your classic to the premier outdoor motoring display in Victoria.

Note that this year we have a new venue and for the first time the event will combine with the aomc's Japanese show.



RACV Classic Showcase

Open to all vehicles manufactured in Britain, Europe and Japan

Incorporating

- The MG Club (Vic) Annual Concours
- The Mercedes Benz Club State Concours

Display Cars: \$15.00
See your club for discount admission
Spectators: \$5.00 Car club members \$8.00 Non-members

Sunday 22nd February 2015
Mornington Racecourse, Racecourse Road, Mornington
Music, Kids Entertainment, Trophies, Vendor Catering Available
Gates Open for Display Cars at 9:00 am & Spectators at 10:00am
Club displays encouraged, for more details & site plans contact: 03 9890 0524 or visit www.aomc.asn.au

If you are tired of just looking under the bonnets of Citroëns [delightful though that is] come along to the Classic Showcase and broaden your motoring horizons!

CLUB MEETING ~ BEER GARDEN EVENING

WHEN: Wednesday, 25 Feb'y
TIME: 6:00 to 7:30pm

WHERE: The Arbor at the Village, cnr of Moubay St. and St Kilda Rd., Prahran

COST: Food and beverage to your account

BOOKING: Essential by 18 February

CONTACT: Robert and Kay Belcourt,

☎04 3979 8079

✉truocle306@gmail.com

WEBSITE: villagemelbourne.com.au

This is the ideal spot to catch up with your fellow club members on a hot February evening in the newly established Arbor whilst sampling one of the many beverages on offer. You can order platters to share or select a meal from the All Day Menu on the evening. The Bistro has also been reserved in case of inclement weather.

4 DAY HIGH COUNTRY SAFARI WITH LEE AND GRAEME DENNES

WHEN: 27 February to 2 March

FROM: Pakenham, Vic

TO: Mansfield, Vic

COST: At own expense

BOOKING: Essential ~ see below

BRING: Everything for a 4day excursion

CONTACT: Lee Dennes, ☎04 3828 6181

✉activities@citroenclassic.org.au

Yes everyone, it is Safari time again and with something for everyone to enjoy. This time we are heading for Victoria's high country where we will be staying in Mansfield over three nights. An array of accommodation has



been made available for you to choose from.

We will enjoy everything from the Mansfield Farmer's Market, to the crystal clear waters of rivers to climbing mountain summits, both on foot and in our cars. We

Please note that cabins have been held for us until 31 January 2015. Speak with Jason, Nick or Lorraine and advise you are with the Citroën Group to obtain your 10% discount. Do NOT book online!

• MARCH ALL CITROËN CONCOURS

WHEN: Sunday, 15 March
TIME: From 10:00am
WHERE: TBC
CONTACT: Ted Cross
☎ 04 0059 2208

✉ secretary@citroenclassic.org.au

Sunday March 15 will see the combined cCOCA/CCCV All Citroën Concours take place. This event is the first of the combined events that will be jointly run by the two Clubs over the coming year. Sometimes with new groups

not everything comes together as smoothly as might be hoped. As a result, not all the details for the

Concours are available to be published in this 'Front Drive'. Check for full



2015 Citroën
Concours
d'Elegance

details next edition.

Traditionally, the chosen venue provides open spaces surrounded by shady trees ~ perfect for picnics.

Spruce up your car to be in the running for a prize or just come along and enjoy the day, all cars welcome from shining garage princesses and your everyday driver to work-in-progress restoration projects. There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place.

While this is a joint event it always requires a lot of help to make it a success. 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. In the first instance, talk to Ted Cross to offer your help.

PANCAKE TOSSING & FAMILY FUN DAY

WHEN: Sunday, March 22
TIME: 11:00am
WHERE: Braeside Park, Red Gum Picnic area
COST: At your expense
BOOKINGS: Essential by Sunday, March 15
BRING: Children, grandchildren, mum, dad...
CONTACT: Lee Dennes,

☎ 04 3828 6181

✉ activities@citroenclassic.org.au

*Pancake tossing in the traditional
Pommie way,
With himself, that's Bernie,
and Clare Hadaway!*

Bring along anyone you know who enjoys a good old fashioned fun day in the park.

You will also need a frying pan suitable to cook pancakes in, your favourite pancake fillings, and a portable gas stove if you have one. complete your boot-filling with tables, chairs, refreshments, and other picnic foodstuffs.

Clare and Bernie have many activities organised for your pleasure on this day.

Some include a pancake tossing competition, pancake races, egg and spoon, sack and three legged races to name just a few.

Lots of fun, laughter and merriment will be the order of the day. So why not pack up the family Citroën and be a part of all this cheerfulness?

The location is accessible from Lower Dandenong Rd [Melway 88 D8] and Govenor Rd [Melway 93 F2]

CLUB MEETING ~ ANNUAL GENERAL MEETING & TECHNICAL TALK

WHEN: Wednesday, 25 March
TIME: 7:30pm
WHERE: Frog Hollow Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3
COST: Free
BOOKING: Not required

A-TRACTIONS

will go back in time to when the bushrangers ruled the bush and see their hideouts whilst enjoying spectacular views, both from on high and from the valley floor. We will drive our cars on some of Victoria's best scenic roadways and soak up our fabulous outdoors.

We will visit the Bimbi Car & Memorabilia Museum

✉ www.bimbi-museum.com

and the Kevington Hotel which was established in 1862

✉ www.kevingtonhotel.com.au

Each evening we will gather at the camp kitchen to enjoy a meal, each other's company and a sing-a-long where hidden talents come to light.

Please note: We travel on some roads which are well-maintained gravel.

The above itinerary will be expanded and advised as further details are determined.

ACCOMMODATION:

Our accommodation is at the High Country Holiday Park, Mansfield.

☎ [03] 5775 2705

✉ www.highcountryholiday-park.com.au

CONTACT: Ted Cross,
04 0059 2208
secretary@citroenclassic.org.au

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

A-TRACTIONS

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

VOLUNTEER!



Have you thought of standing for Committee? All Committee positions are 'up for grabs'. Nomination

forms have been included with this magazine.

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

VOTE!

Voting for the 2014/2015 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Proxy and nomination forms were sent with the last edition of 'Front Drive', if you have mislaid yours, contact Ted Cross for a replacement.

TECHNICAL TALK ~

POWER STEERING

After the Meeting Rob Little will give a talk on his Power Steering Project for the Traction.

He will have the kit and necessary components for enthusiasts to look at. And he will answer

any questions you have about this Project and the implications it may have for your Traction if you decide to fit it. He can also assist you if you decide that you would like to place your name on a list to obtain the kit.

Helen Cross will be providing us with one of her scrumptious yummy Suppers at the end of proceedings

* APRIL

TEDDY'S TERRIFIC TOUR

WHEN: Tuesday 31 March to Friday 3 April

FROM: Melbourne

TO: Nuriootpa

COST: No rally fee, all costs to your account

BOOKING: Essential by Sunday 22 March

BRING: Everything for a 4day tour

CONTACT: Ted and Helen Cross,

03 9819 2208 or

04 0059 2208 [Ted],

04 1935 6963 [Helen] or

crossfam@ozemail.com.au

Full details on page 16.

CIT '15: BAROSSA VALLEY

WHEN: Friday 3 to Monday 6 April

WHERE: Nuriootpa, Barossa Valley

COST: Adults from \$189pp, Under 12: \$60

BOOKINGS: Essential by 1 March

CONTACT: Liz Pike,

08 8293 1800

04 0829 1800 or

info@cit-in.org

WEBSITE: www.cit-in.org

POST-CITIN FLINDERS RANGES TOUR

WHEN: Monday, 6 to 15 April

FROM: Nuriootpa

TO: Flinders Ranges

CONTACT: Liz Pike and John Henderson,

04 0829 1800 [Liz]

04 0358 2042 [John]

08 8293 1800

hendojc@adam.com.au

The response to this Tour has exceeded Liz and John's expectations. There are 15 CCOCA members already registered, so join your friends, or make new ones. See page 17 for more details.



TEDDIE'S TERRIFIC TOUR

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks and dinners each evening.

I strongly suggest that you book it ASAP ~ it will be school holidays in Victoria, and a day before school breaks up for holidays in South Australia, so accommodation is likely to be snapped up pretty quickly.

Also keep in mind that John 'Hendo' Henderson is organising a post CitIn touring trip to the Flinders Ranges for approximately one week. [Unfortunately, your 'Front Drive' editor has no further information on this event.]

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money.

Highlights include...

- ✂ kangaroos at Halls Gap,
- ✂ picnic lunch at the historic village of Harrow
- ✂ visit to Naracoorte Caves
- ✂ dinner at Naracoorte Historic Vehicle Club
- ✂ car ferry ride into Mannum
- ✂ visit to the National Motor Museum at Birdwood.

We will arrive in Nuriootpa ready for the start of the first event of CitIn ~ Registration.

Citroënists from all states are most welcome to join us along the way.

For the first two nights, you will need to book your own accommodation ~ we have recommended cabin/caravan parks, and phone numbers are listed.

For the third night we have booked accommodation, please contact us directly.

At the time of writing, accommodation was available at the suggested venues.

DAY ONE: TUESDAY, 31 MARCH

- ✂ Melbourne to Halls Gap
- Accommodation
Halls Gap Caravan and Tourist Park ~ cabins and campsites.
- ☎ [03] 5356 4251
<http://www.hallsgapcaravanpark.com.au/> or
Halls Gap Log Cabins
- ☎ [03] 5356 4256
<http://www.hallsgaplogcabins.com.au/> or
Boronia Peak Villas
- ☎ [03] 5356 4500
<http://www.boroniaparkvillas.com.au/>

DAY TWO: WEDNESDAY, 1 APRIL

- ✂ Halls Gap to Naracoorte
- Accommodation
Big 4 Caravan Park ~ cabins and campsites.
- ☎ [08] 8762 2128
<http://naracoorte-holiday-park.sa.big4.com.au/>

DAY THREE: THURSDAY, 2 APRIL

- ✂ Naracoorte to Mannum

Accommodation
Mannum Caravan
Park, bunkhouse
<http://www.mannumcaravanpark.com.au/bunkhouse.php>

DAY FOUR: FRIDAY, 3 APRIL

✂ Mannum to Nuriootpa

LET THE FESTIVITIES BEGIN!

Interested? Want to know more or simply book yourselves

in?
Contact Ted and Helen Cross.
✉ crossfam@ozemail.com.au
☎ [03] 9819 2208
☎ Ted 04 0059 2208
☎ Helen 04 1935 6963

BOOKING FOR TEDDIE'S TOUR IS ESSENTIAL BY MARCH 22

There have been various references to a post-CitIn Run to the Flinders Ranges for those who are attending CitIn 2015 in Nuriootpa. Well, we, the organisers have now returned from our reconnoitre and for the most part, the original destinations/route [approximately 1,800kms] have been confirmed. Expressions of interest have been pleasing, with 46 people advising us of their interest in coming along, in a range of vehicles.

We have traversed the majority of the routes and personally inspected [and talked with the managers/proprietors thereof] all the recommended accommodation and evening meal/refreshment drink options. This last bit proved to be particularly arduous [especially for the male member of the touring party], given a few of the +39° days.

For the most part, travel was on the black top but where this

was not possible, the road surface was quite acceptable for a conventional vehicle [we did the trip in our aged Honda CRV with highway tyres]. The more detailed trip notes to be provided later will set out alternative

routes or side trips which can be taken by the more adventurous and/or appropriate vehicles [for example, a Raid ready 2CV would romp these in].

Hopefully, no one will be expecting five star accommodation because not much of that is available on this journey. The recommended accommodation ranges from motel, on-site cabins, old style hotel rooms, shearers' quarters to powered and unpowered caravan/camper trailer/tent sites.

While offence will not result if all evening meals are self-catered, participants will be encouraged to join in for a few nominated evening meals at paid venues.

Post CitIn Tour

The recommended accommodation is set out in the attached spreadsheet, which also identifies a few of the activities we are suggesting.

We debated the extension of the trip to Marree: we believed

would be best for each of you to stitch this up ASAP [mention you are on the Citroën run when doing this]. The SA school holidays commence on 13 April ~ the second week after Easter. The closer to Adelaide you are, the higher the potential for take up by third parties if your booking is left

too long.

The run can be as expensive or cheap as you want, ranging from higher cost accommodation and meals to tent sites. If you have not previously had the experience, we personally recommend that you go on the extraordinary Ridge Top Tour at Arkaroola [and no, we are not on commission]. Other options include self-drive four wheel drive trips or scenic flights. Or just a quiet pint or two [or a red] in the front bar of an iconic pub or in a caravan park. There are plenty of ways of relieving yourselves of your hard earned dollars. In the next round of info, we will advise where to [or not to] fuel up and buy supplies.

It will be fantastic to have you along as we show off some amazing parts of our State. We would love you to be on the journey from beginning to end but will appreciate that for some time or other considerations might require an earlier peel off. We will be disappointed if this happens but will completely understand. Join in for as much or as little as

you can.

Call or email us if you want to talk about anything at all. Otherwise wait for the next enthralling instalment! In the meantime, here is an outline of the Tour, just to whet your appetite.



DAY 1: MONDAY, 6 APRIL

✂ Nuriootpa to Auburn
Accommodation [1 night]
Shiraz Motel ☎[08] 8849 2125
Rising Sun Hotel ☎[08]8849 2015
Auburn Caravan Park ☎ 04 1755 0781

DAY 2: TUESDAY, 7 APRIL

✂ Auburn to Beltana Station
Accommodation [1 night]
Beltana Station ☎[08] 8675 2256
☎ 04 2760 2256

DAY 3: WEDNESDAY, 8 APRIL

✂ Beltana Station to Marree
Accommodation [1 night]
Marree Motel ☎[08] 8675 8344
Outback Motel ☎[08]8675 8360
Oasis C'van Park ☎[08]867508360

DAY 4: THURSDAY, 9 APRIL

✂ Marree to Arkaroola
Accommodation [2 nights]
Greenwood Lodge ☎[08] 8648 4848

DAY 6: SATURDAY, 11 APRIL

✂ Arkaroola to Rawnsley Park
Accommodation [2 nights]
Rawnsley Park ☎[08] 8648 0013
RP C'van Park ☎[08]8648 0050

DAY 8: MONDAY, 13 APRIL

✂ Rawnsley Park to Quorn
Accommodation [2 nights]
Flinders R Motel ☎[08] 8648 0013
Austral Motel ☎[08] 8648 6017
Transcontinental Hotel ☎[08] 8648 0050
Quorn C'van Pk ☎[08] 8648 6206

DAY 10: WEDNESDAY, 15 APRIL

✂ Quorn to Burra
Accommodation [1 night]
Burra Cottages ☎[08] 8648 0013
Burra Motel ☎[08] 8648 6017
Burra C'van Pk ☎[08] 8648 6206

More details can be found on the club website: citroenclassic.org.au
Liz Pike and John Henderson ✂

Post Citl'n Tour

that it does not represent a huge additional distance if we were, in any event, to travel to Arkaroola. The country changes quite dramatically after Leigh Creek and Marree places you on the cusp of the Outback in a quite historical town, with a short drive to a couple of interesting points. We both have enjoyed our various visits to Marree but participants should not feel compelled to do [or not do] anything. Given the remoteness, we will want to be informed of participants' whereabouts, for safety reasons.

We have endeavoured, to the extent possible, to avoid covering the same stretch of road twice. The attached map shows, [in a bold mauve line] the overview route and overnight stops. More detailed maps and run notes will be provided, together with some other info and hints on what to take.

With one exception, all of the recommended accommodation proprietors/managers have agreed to hold facilities for our group but out of fairness to them and for your own self-interest, it

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This event was organized by Robin and Suzanne Smith, longtime members of CCOCA and all participants were extremely grateful for, and appreciative of their efforts putting together such a diverse

and fun filled event.

Friday October 10 consisted of all attendees gathering at Gundagai for the start of the rally on the Saturday. This proved to be an eventful day for some including ourselves. We were only 10 miles out of town when our car developed a cough and appeared to be starving for fuel. I had only refueled on leaving town and thought perhaps it had picked up some dirt in the

system. Meanwhile I had been contacted by the Stringers who were having some cooling system issues [see last magazine].

I stopped at Benalla and bought a couple of fuel filters; fitted one and all appeared OK. I contacted the Stringers who told me they were having

lunch in a park at Wangarratta and seemed to be doing fine. So we continued onto Wodonga for lunch at our favourite French crêperie. The car appeared to be a little jerky but not too bad so we set sail for Gundagai.

We arrived and booked into the motel along with most of the other attendees. The evening meal was at the Services Club just up the road. The list of attendees was a floating number. Some



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joined us at the start for a couple of days, some joined at Jerilderie for a week and others met up with along the route. There was often new faces appearing within the group.

Day one commenced with

filter in my car, Tom Campbell's starter motor was removed and repaired and other incidental repairs were taking place. We were joined here by David and Suzy Gilbert, Loui and Helen Bourke from South Australia. The motel's was well patronized before the need for sleep was real-

ized.

Day two promised a temperature of 35°C! The trip was a run from Jerilderie to Barham, stopping for lunch at Deniliquin. Most made an early start to beat the heat but the last half of the trip to Barham was warm, even in the early afternoon. David Gries was kept busy mopping up as a couple of Tractions succumbed

to the heat. On arrival in Barham we were guests of the Border Flywheelers Club for afternoon tea and a tour of their expansive clubrooms and display which consisted of a vast array of all types of machinery and historical items.

Day three, Lance Collins and Rex Carkeek left us to return to Queensland. We had morning tea/lunch at Swan Hill, where we met ex-CCOCA member Ron Murray from Swan Hill and Neil Hopkins along with John Armstrong who had driven up from Metung to join us on the run. Neil had purchased Ron Murray's Traction and this was its first outing with new owners. Stops were made at Robinvale to check out the Rural Life Mu-

seum before heading to Mildura, where we were to spend the next two nights. Libby and I were very pleased to see that the organizers had arranged dinner that night at our favourite Thai restaurant in Mildura.

Day four saw members opting for many different activities in Mildura ~ or rebuilding their cars. I fitted a reconditioned fuel pump and hoses to my car but others had rather more serious pit stops. We were joined there by John Beswick and his family in their Big 6.

Day six, we were enroute to Renmark for lunch at Rushton's Roses where we were met by local member Chris Weeks and another local couple in a beautiful gs. Rushton's Roses is a must if

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breakfast at the 'Dog on the Tuckerbox', the onto Jerilderie, stopping for lunch at the Liquorice Factory in June. Then a Ned Kelly walk around Jerilderie where Ned had robbed the bank and drafted the 'Jerilderie Letter' seeking secession from the colony at the time. The motel carpark resembled a Citroën garage. While I removed and cleaned the tank



you visit the area. This, coupled with the natural river attractions, make Renmark one of my favourite river towns. Then onto Berri to stay at one of the best caravan parks in Australia. That evening we were treated to a quiz night

guides. Then it was dinner with the Bordertown Restorers Club, who I believe had been told to cater for around 100 visitors: I have never seen such a feast at a club BBQ!

Day eight we visited the Serviceton Railway Station where train crews from SA took over

devised by the Smith's that left a lot of us baffled or in intense discussion about the answers.

Day seven took us through Loxton where we said goodbye to our South Australian members, and had lunch at Pinnaroo before arriving at Bordertown. There we inspected the Clayton Farm Heritage Museum which is a farm dating back to the original settlers and boasts the largest thatch roofed shearing shed in the land. Everyone enjoyed the tour of this old farm as we were accompanied by very informative

from Victorian crews and vice versa. This is a very large historical building of three stories, complete with underground cells to house convicts and even included a ballroom! We also learnt there about the disputed border between SA and Victoria, but that is another story.

We had a light lunch at Nhill before calling into Jeparit to pay homage to our famous statesman Sir Robert Menzies. As we were driving into Jeparit we were following Neil Hopkins in his lovely Light 15. When he pulled

over at the entrance to town, we tooted and waved thinking he was checking directions or something. However after having a look at the various sights we still had not seen him pass so went back just in time to see him doing a U-turn on the road. What had happened when he went to change down a gear he found there was no clutch.

With a traction you cannot get the car out of gear without activating the clutch operated gear shift lock so he rolled off the road and stalled the car. The clevis pin had fallen out of the clutch rod! Luckily a truck stopped and fitted a bolt and nut to cure the problem. Very helpful people around Jeparit. We all met up at the biscuit factory in Donald which was set up to give some employment there after the closure of the abattoirs.

Day nine we left Donald through Charlton to Boort

where we visited the 'Spannerman'. If you find yourself in this area this is a must see: the man is a polio victim in a wheelchair and makes the most beautiful sculptures from spanners. He also has an extensive collection of birds and to top it off has Walter Lindrum's show billiard table and cue in a specially built billiard room. If you choose to visit allow a lot of time as we were all running late afterwards. Then off to Echuca for the night in a caravan park there ~ just in time for a few more repairs as John Henderson's and Liz Pike's Traction decided to do its own version of a meltdown!

Day ten we travelled through Nathalia and Cobram to Corowa for our final night. A farewell dinner was held that night in D'Amico's restaurant; various awards were presented and many thanks were bestowed on our worthy organisers.

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Day eleven we all enjoyed a communal breakfast at the Greenacres Motel where we had stayed and then it was time for 'goodbyes' as we departed for all points from whence we had come. For me it was fortunate, I

crud in their vertical hole. This is caused by deposits from stale fuel and insufficient use. Our modern unleaded fuel is the problem here and this is one of its effects. Once the orifices in the bolts were cleaned and re-assembled the car's performance was back to normal. Definitely a point to

was never at any time more than four hours from my home and Corowa is only 1½ hours away.

Libby and I, along with all other attendees, would like to sincerely thank Robin and Suzanne for their efforts in making this such a great trip.

Footnote: Upon returning home I further investigated the fuel problem with my car which was still unresolved. I finally found that as my car is fitted with twin sus and the banjo bolts that hold the float chambers to the carburettors had a build-up of

remember.
Rob Little

The SA group consisted of Liz Pike and John Henderson, David and Suzy Gilbert, John, Gaynor and Emma Beswick plus Helen and me.

Due to the start point being in Gundagai, some of us took the soft option to join at the end of Day 1 at Jerilderie to avoid back tracking. This is why David, Suzy, Helen and I spent the first night in Ouyen en route to the 80eme. The next morning neither Traction would even turn over. I had a

similar issue some weeks before, so had packed a spare starter motor and assumed it to be that.

The RACV was called to attend to two Black 1950s Citroëns both stranded in the same motel car park! Whilst Mr RACV worked on David's Car, I changed the starter motor: but no success. Must be the battery on mine then!

Mr RACV decided David's starter motor was faulty so proceeded to remove it, only to check it with jump leads to find it spun healthily. After some head scratching, a loose earth lead was discovered on David's car which quickly remedied the problem after the original starter was replaced

We had parked some distance apart so I could not jump start my Traction to prove the battery theory. Mr RACV then moved to my car. A quick jump start [on the spare starter motor] proved

that my battery was indeed faulty and a replacement quickly organised. At least Mr RACV got two Saturday call outs for the cost of one

The Moral: never assume the obvious and check the easy options first!

The rest of the journey still had its moments for virtually all participants. Mine included leaking water pump, bad misfiring under load [eventually traced to HT leads ~ now cured] and yet another flat tyre on the NSR [third time on the same corner], but we did make it safely back to Adelaide.

Despite these problems, I really enjoyed the event, but Helen was investigating direct flights back from Mildura to Adelaide at one point!

Finally many thanks to Robin and Suzanne for their hard work in organising this event
Loui Burke

Pictures kindly supplied by Rob and Libby Little, Helen and Ted Cross and Helen and Tom Campbell





RENAULT 30: YOUNGTIMER

Renault's R30 has never shone either boldly or brightly. Born in a period of complete economic stagnation, fitted with an engine dogged by controversy, from the rear she presented the image not unlike a French train and always in muted colours.

DATELINE: KUWAIT CITY, 16 OCTOBER, 1973

The Arab countries of the Organization of Petroleum Exporting Countries [OPEC] are about to decide to increase the price of

crude oil by 70% in response to support which Israel has been receiving from the West. Winds of panic blow through the West, the price of petrol quadruples and shortages stalk motorists. Some countries, including the United States, issued ration tickets. This was the blow that pole-axed the Franco-Swedish cooperative engine. This subsidiary of the French firms in Douvrin in the Pas-de-Calais had been established two years earlier by Peugeot, Renault

Continued on page 32



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Continued from page 29
and Volvo, to develop a v8 motor that was promised to be fitted to future range-toppers of the three manufacturers.

One of the indirect consequences of the Yom Kippur War

was that the engineers charged with the development of the v8 engine were obliged to amputate their offspring of two cylinders by emergency surgery. By keeping the original 90° angle between the banks a good deal of the work already completed could be retained and reused in the

new engine. So, it was a difficult birth for the now famous PRV v6 engine. Best described as having a peculiar architecture and flawed operationally. But, more of that later...

This engine was first used by the Scandinavian manufacturer under the bonnet of the 260 at the end of 1974. This 2.7litre motor also enlivens the smart

duo of Peugeot's 504 coupé and convertible, first sighted with the PRV motor at the Paris Motor Show in October, 1974. The first French appearance of the engine in a mainstream model was at the Geneva Motor Show in March 1975 when the Renault 30 was launched. Peugeot, as reported in the last edition of 'Front Drive' was not prepared to wait until

RENAULT 30: YOUNGTIMER



The suspension of this big Renault digests bumps and speed humps almost as efficiently as the cushions of oil conceived at Quai de Javal

the Paris Motor Show later in the year and arrived at the Geneva Show with the unannounced 604. The Peugeot is classical, statuesque... almost a limousine. The Renault on the other hand is 20cm shorter than its rival and

voracious appetite for fuel. The flagship of Billancourt does not find favour in the eyes of the customers that today we would call 'premium buyers'. In these difficult times, Renault finally found the solution in order to recover its costs: graft in the same body onto an engine with a more

modest four cylinders. The result? The Renault 20 will outsell the 30 ~ five times over.

After four decades, during which the fifth door became a commonplace, the car that once spearheaded the French motor industry no longer holds even the slightest whiff of scandal. My

resembles a Renault 16 filled out with helium. And there is the very first problem...

HAUTE DE GAMME? NOT QUITE

With its plebeian hatchback, lack of interior refinement, its relative sobriety and even missing two of originally planned eight cylinders the PRV engine has a

comments will make some readers smirk, but I do find a certain charm in its sloping snout and four piercing eyes. The author of the design, Gaston Juchet, must have had an eye for detail. Notice the way the side protective mouldings are integrated with the rib stressing of the body panels. In similar manner to the Citroën CX the part of the tailgate which extends below the rear screen is painted in satin-finish black, thereby easing the silhouette of the vehicle. The car also boasts very stylish light alloy rims that were offered as part of the array of accessories available at the time. Oh dear, why all these violins? The better to prepare the passengers for the trauma that awaits once they penetrate into this boutique of soft caramel!

A piece of chestnut-coloured waxed canvas appears to have been stretched over the doors, the seats are covered in some orange synthetic cloth that is loaded with

static electricity, special loop-pile carpet on the floor, a slab of railway sleeper forms the dashboard: this TS trim available at launch but does not last long. Seat belts are fitted in the rear [yes, they were obligatory by 1975], a single glove compartment is found in the central arm-rest. The front windows are electric and there is central door locking and a thumbwheel to adjust the aim of the headlights, a map light for the front passenger, a clock and a tachometer. Oh, and I nearly forgot the very sixties chromium-plated cigar lighter and the necessary count of ashtrays. Top of the range? You can be sure.

On French roads she is very inviting. The incomparable softness of the seats [although the front seat bases are rather on the short side] and the rear bench seat increases the habitability of the car a good deal. Not content with just a large boot of huge capacity, this sedan adds a feature

• Always a Renault strength: the most comfortable seating. To their inherent softness Renault added supple suspension. Some might say too supple.

• Using the concept inherited from the Renault 16, the adjustable bench seat allows the transformation of the 30 from a sedan to a removal van in a matter of minutes.

RENAULT 30: YOUNGTIMER



that is unique in a car of this class in 1975. The modular rear bench configuration has been borrowed from the Renault 16. There is even a position called 'pregnant woman', where the leading edge of the seat base is angled up a few

worst fiascos of the automotive industry in the twentieth century. I do grant you that from the driver's seat our nice 30 TS shows no sporting pretensions. Our associates of 40 years ago complained of the engine's jerky operation at low speeds. It was another ten years before the engine was to be

fitted with an offset crankshaft with staggered crank pins. They complained of a lack of enthusiasm below 3,500rev/min, the threshold beyond which the dual Solex carburettor swings into full action. Undoubtedly there are v6 motors that are more flexible... more 'musical'. So, having made that point stop lynching the PRV motor. Move on. This martyr is not an asthmatic centenarian. The 100kw perform their allotted task well enough and the driver is not forced to change down too often. This is

all to the good as the gearbox is not blessed with adequate ratios. On the motorway it seems in dire need of a fifth gear, but this was reserved for the injected 30 TX which appeared in 1978. Decibels still rhyme with decilitres: while the venerable PRV is capable of a top speed of 185kph, at its worst it uses 25l/100km! Now there's a number that chokes you...

As flexible as a woollen mattress, the suspension of this big Renault digests bumps and speed humps almost as efficiently as the cushions of oil conceived at Quai de Javal. This first rate comfort translates, alas, into an assertion that it rides like a boat.

One might wonder whether the rear tyres do not peel off when the brakes are firmly planted. Four very efficient powered disc brakes bring the car to halt. The power steering is light, but definite ~ it enables us to steer without effort, in spite the high degree

of body roll and the significant weight over the front axle. Things are not so good if you drive like the captain of a supertanker, on a course more suitable for a kayak. A long front overhang and front wheel drive do not always make a happy companions.

It is perhaps this folklore which allows the Renault 30 to find favour today in the eyes of Youngtimer amateurs. Capable of appreciating its line, when viewed with hindsight, understanding its typical 'Renaultness' while accepting the much maligned v6 and its 'nautical' ride. But then, how can you refuse to take the steering wheel of the car chosen by François Mitterand for his entrance to the Élysée Palace in 1981? The only claim to glory for this very ordinary middle-class person?

TECHNICAL REPORT

Engine: 6cylinders, v formation, front longitudinal
Fiscal horsepower: 15cv
Displacement: 2,664cm³
Power: Max 98kw @ 5,500rpm
Torque: Max 201Nm @ 2,500rpm
Compression ratio: 8.65:1
Carburettor: two Solex [one twin throat 35CEEI and one single throat 34PBITA]
Transmission: Front wheel drive, 4-speed manual or optional 3-speed automatic
Steering: power assisted, rack and pinion
Brakes, front: ventilated discs
rear: discs steel

• Fed by a pair of Solex carburettors [one single and one double throat], the PRV v6 is not as unpleasant as some would have us believe.

• While there was little attempt to apply stylistic effects to the dashboard, it is rather evocative of its era.

• Early 30's sport these 'reversed' door handles with the opening button above the upside-down handle. Not exactly ergonomic, you have to admit.

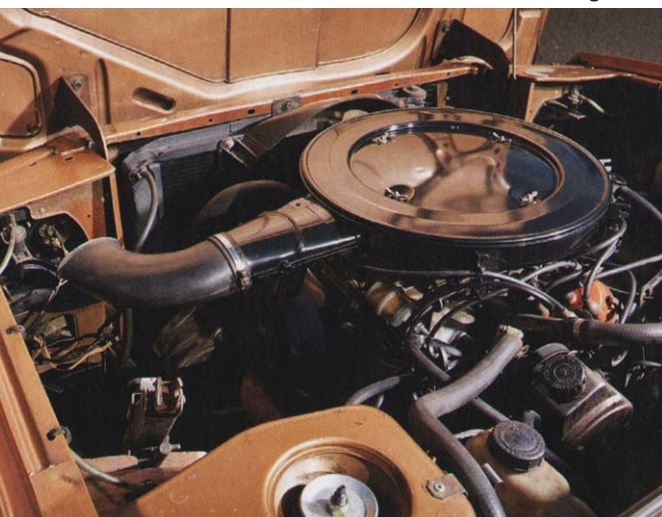
• The 30 still has plenty of chromium: that material so inextricably linked to car of the 1970s.

RENAULT 30: Youngtimer

degrees. Finished are the days of miscarriages as a result of French emergency braking!

THE MATTRESS OF WAKING IN BEAUTY

What was the initial response to the first exposure of the PRV motor? Crippled, lame, slack of the knee: if we are to believe the words of the 'savvy' experts of the time. This simply relayed without further ado. Today this v6 of 2,664cm³ [light alloy and equipped with an overhead camshaft per bank of cylinders] would be classified among the



Body: monocoque steel, five doors, five places

Suspension, front: stacked triangles, telescopic shock absorbers, coil springs, anti-roll bar

rear: independent, trailing

urban: 17l/100km

MODEL HISTORY

✂ 1975: March ~ Launch of the 30 TS at the Geneva Motor Show, fitted with two Solex carburettors and a 4-speed gearbox the PRV V6 developed 98kw [a 3-speed automatic was an option].

✂ 1976: Autumn ~

The 'reversed door handles are replaced with conventional door handles and visible fuel cap is replaced by a flap. The Solex carburettors are dropped in favour of Weber 38DGR. Compression ratio increases to 9.2:1, but power drops to 95kw.

✂ 1978: October ~ Launch of the 30 TX with Bosch K-Jetronic fuel injection [106kw and 5-speed gearbox]. Option of Michelin TRX tyres.

✂ 1979: Rear seat belts fitted as standard and a new dash-

board ~ massive and enveloping. Option of cruise control.

✂ 1981: Disappearance of the 30 TS

✂ 1982: Last ditch for the 30 with the launch of the Turbo D [2.1litre with 60kw].

✂ 1983: October ~ Production ceases of both the 20 and 30 to make room for the 25.

PRODUCTION NUMBERS:

✂ 30 ~ 136,403 units, of which barely more than 4,000 were TS or TX.

✂ 20 ~ 607,405

Draw your own conclusions.

EXPRESS CHECK

The 30 is indefatigable and so they often run up very high mileages. The V6 drives them without turning a hair, provided the owner ensures the cooling and carburetion systems are looked after. The risk is that the rubber piping dries out and becomes porous. On the TS, the Solex carburettors are known to be difficult to syn-

chronise. With the TX the injectors can become obstructed with detritus from the fuel tank, especially after a long period without use. Seizing of the injectors and worries about the ignition coil can prevent the good functioning of the V6. Railway station finally in platinum door-fuse, which loses its shape and prevents the functioning of various electrical components.

Bodywork: rust wreaks havoc on front wings, boot floor, shock absorber mounting points, passages of wheel, rear three-quarter panel and the floor, under the rear seat, are particularly concerning.

Do not stint on serving for this car. The motor must be drained of oil and refilled every 10,000km or annually. The air filter must be replaced every 20,000km or two years and emptying the gearbox every 60,000km or five years.

OUR GOOD ADDRESSES
Clubs and forums

1979 saw the launch of this new massive and enveloping dashboard.

RENAULT 30: YOUNGTIMER

arms, telescopic shock absorbers, coil springs, anti-roll bars

Tyres: 175 HR 14

Dimensions

length x width x height:

4.52 x 1.73 x 1.44m

wheelbase: 2.67m

track [fr/rr]: 1.44/1.44m

weight: 1,320kg

boot: 405litre

fuel tank: 67litre

Performance

max speed: 185kph

Fuel consumption

constant 90kph 8.9l/100km

constant 120kph: 11.8l/100km



- ~ Generation 20 and 30 club:
www.generationrenault2030.eu
- ~ Renault clubs:
<http://fr.renaultclassic.com/les-clubs/annuaire-des-clubs>
- ~ Planet Renault:
www.planeterenault.com

- ⌘ Pullman levels of comfort
- ⌘ V6 motor
- ⌘ Good road manners
- ⌘ Very resistant car
- 5 REASONS TO RECONSIDER
- ⌘ Not particularly quiet on the motorway

RENAULT 30: Youngtimer

- Maintenance and parts
- ~ Melun Retro Passion:
www.melun-retro-passion.com
- ~ B2H: www.b2h.fr [reconstruction of carburetors]
- 5 REASONS TO INDULGE
- ⌘ Nice aesthetics, that have finally been recognised

- ⌘ Very relating assertion of case
- ⌘ No cache or social status
- ⌘ Trouble to be pierced in collection
- This article originally appeared in 'Youngtimers' magazine in July 2014 and is from the editor's collection.
- ⌘

- ⌘ High fuel use and needs 89octane



Life near the top can be a pretty luxurious affair judging by the number of cars aimed at the executive classes ~ a glance through the What Car? reference section will reveal that between £6,500 and £7,500 there are scores of up-market saloons and hatchbacks vying for attention.

The buyer faces a bewildering choice with cars coming from all over Europe, especially from Germany, France and Great Britain. But it is the most recent addition to the ranks that forms the centrepiece of this comparative test ~ another of our popular Customer Clinics ~ the Saab 900.

The new Saab range from Sweden comes in a bewildering number of guises from the comparatively mundane 900 GL version to the exciting Turbo. All 900s come with either three or five doors, based loosely on the style of the old 99 Combi Coupe... if you want a conventional saloon, Saab still import a pair of 99s. The spotlight in most of Saab's current extensive advertising campaign falls on the shoulders of the fuel-injected five door GLE, and it's this car we have used in this test.

Saab's theory is that sporting motorists only need three doors, while the family man needs five. Accordingly the three door fuel injected EMS has a sporting bias, while the GLE has automatic

transmission and power steering as standard and costs £7,675.

Rivals are aplenty even in this expensive hatchback market. The originator of the class is the Renault 30 TS from France, which may look like the 20 TS that be-

came our Car of the Year, 1978, but has the Peugeot/Renault/Volvo co-operative v6 engine under its bonnet. The Renault has power steering as standard and costs £6,490. Another comparative newcomer is the hatchback Audi 100, called the Avant which comes from Germany, not France, despite the name. At £6,536 the Avant GL5S features a single carburettor version of Audi's unique five cylinder petrol engine.

Britain is represented by the Rover 2600 at £6,795 which also has power steering as standard ~ while it may look identical to the Rover 3500, power comes from a 2.6litre six cylinder engine rather than the 3500's v8. Fashion is a curious thing ~ for the remaining two cars tested may look like hatchbacks, but in fact are common or garden four door saloons with separate boots. One is the sleek Citroën cx Pallas at £6,697, with standard power steering, while the other is the Italian Lancia firm's flagship, the Gamma which also has power steering included in its price tag of £7,136.

We endeavour to keep com-

PERIOD PIÉCE: RENAULT 30 TS

parative road test cars as close together on price as possible, and at first glance it may seem we have gone seriously astray in this case however, if the standard power steering and automatic transmission of the Saab are taken

into consideration the price differences are not so great. The Saab remains the most expensive but is followed by the Audi at £7,420; the Lancia stays at £7,136 as automatic transmission is not yet available; the Rover jumps to £7,021; the Renault to £6,855 and the

Citroën with its semi-automatic c-Matic transmission costs £6,889.

And just to show how wide the market is, other contenders ~ all conventional saloons ~ include the Ford Granada 2.8i GLS, the Mercedes-Benz 200, Volvo 244 GLE, Peugeot 604 SL, BMW 520... not to mention the other

cheaper and more expensive variants of the models lined up for test.

Our five invited members of the public are all potential buyers of cars in this group ~ indeed more than one announced he was seriously thinking about buying a Saab 900 and so viewed the clinic as an ideal opportunity to test

PERIOD PIECE: RENAULT 30 TS



Saab's claims against rivals in a back-to-back test.

PERFORMANCE

The test includes two automatics the Saab and Rover ~ so direct comparisons are not strictly fair. However, a number

means that an extra change is needed over the distance.

Both cars have comparable top speeds, too; the Lancia being just 2kph faster at 188kph. Although the CX has the worst power-to-weight ratio of this group,

it none the less acquits itself well against the clock, 0-97kph

taking 11.4seconds and the standing 400metres, 18.3seconds. Its transverse mounted four cylinder engine develops 86kw, exactly the same as the five cylinder Audi engine and the stopwatch times are quite similar, despite the German car's weight advantage. The unusual Audi takes 11.7seconds to reach 97kph from rest, and 18.4seconds for the standing 400metres. Top speeds of the two are identical at 177kph.

Part of the reason for the Audi's apparent sluggishness can be attributed to the effect of a heavy flywheel. The flywheel makes quick gearchanges impossible, and though the car is initially the quickest, its lengthy gearchanges and heavy throttle response spoil its potential.

Not surprisingly the two automatics are slowest against the clock, though in the case of the Rover with 101kw on tap, the times are not far behind those of the Citroën and Audi: 0-97kph taking 12.2seconds and the standing 400metres taking 19.2seconds.

With the smallest engine de-

veloping power at the lower end of this group's scale ~ 1,985cc and 88kw ~ and power consuming automatic transmission, it is no wonder the Saab brings up the rear, taking 14.4seconds to reach 97kph from standstill and 20.2seconds to cover the 400metres from rest. Its top speed of 175kph is just as well, as the car comes equipped with SR rated tyres... which have a maximum safe prolonged speed of 182kph. Top gear overtaking times favour the two automatics as kickdown automatically drops the cars from top to second ~ and the two five speed cars. The Rover takes just 4.4seconds to travel from 50-80kph and 6.3seconds from 80-112kph, while the Saab has rather more average times of 6.1seconds and 8.9seconds respectively.

The same increments take 6.2seconds and 10.5seconds in the Citroën's fourth gear and 6.8and 7.0seconds in the Gamma's fourth gear. To show just how much torque at usefully low engine speeds the Gamma's boxer engine has, even in fifth gear you can overtake more quickly, and therefore more safely, than you can in the Renault in direct top. Times for the Lancia are 9.4 and 9.9seconds and 10.9 and 10.2seconds for the 30 TS, again for 50-80kph and 80-112kph increments underlining the need for a five-speed 'box perhaps. The Renault is not the slowest, though. The biggest disadvantage of the Audi's engine is shown

up here, for although it develops 152NM torque it does it at an unacceptably high 4,000rpm ~ all the Audi's top gear times are around the 12second mark.

Fast acceleration runs are marked by scuttle shake in the Lancia and Renault, though it is not something that will become apparent in normal use,

Although one of the two quick cars, the Gamma loses out with a poor gearchange, notchy and unbearably stiff when cold. The lack of an automatic option must lose Lancia some sales in this end of the market. All the other manual cars have good gearchanges though the Citroën's can be a little notchy, while the automatic Rover's 'box is a delight to use. Instead of having a conventional automatic gate with a release button on the gear knob, the Rover's lever follows a tortuous route designed to prevent the possibility of accidentally slipping the lever into first or neutral.

It remains possible to slip the lever easily from top to second, though if quick response is needed. The Saab gear shift is not so good, however. The Swedish car has a straight gate and release lever. To change manually down a gear the button has to be depressed... but to change up it is possible simply to move the lever and there is nothing to prevent the driver accidentally slipping through top to over-rev in neutral.

The driver cannot start off

PERIOD PIECE: RENAULT 30 TS

of interesting facts do emerge. All cars are vying for the same market and all manufacturers have differing ideas on how it should be done ~ a look under the bonnets of the cars reveals a V6, a straight 'six', a five cylinder engine and three 'fours', one a flat 'four'. All have single overhead cams, except the Lancia's DOHC and the Citroën overhead valve unit.

Against the clock there are two winners, and both are the ones that give the impression of being quick in normal use. The Italian performance image is upheld by the Lancia Gamma. Although weighing 1,370kg, the 104kw, 2.5litre flat four the largest four cylinder engine in a production car gives it the best power-to-weight ratio and pulls the Gamma from rest to 97kph in just under 10.5seconds.

Opposition comes from France as the Renault takes just over 10seconds to reach 97kph, but is the quickest over the standing 400metres covering the distance in 17.7seconds compared to the Gamma's 18.4seconds, but the Italian's five speed gearbox

from rest with the lever in low as it is fouled by the handbrake, and there is no rev counter for the driver to keep an eye on what the engine is doing... sound proofing is so good that engine noises are mute.

between those with a sporting feel and those designed for touring. In keeping with its performance lead, the Lancia has real sporting behaviour on the road. With independent suspension, front and rear anti-roll bars and

excellent weight distribution, the Gamma can be cornered at high

speeds with little body roll and little fuss and drama.

Excellent ZF power steering with just three turns lock to lock gets progressively heavier the faster the car is driven ~ so it's light at parking speeds and yet gives just the right amount of feel when cornering ~ despite the car's bulk. On the move it feels almost like a two seater sports car. Despite the lack of power steering, the Audi is not a difficult car to drive around town, though

in a bid to keep the unassisted steering as light as possible it is terribly low-g geared with 4.7 turns lock to lock for the large 11.3m turning circle. If town traffic forms much of a potential Audi

owner's driving, the £390 PAS option is a must. The front engine is mounted quite far forward under the bonnet ~ so much so that the radiator is offset ~ and as a result the car has a tendency to under-

Audi

For: Performance, corners smoothly from the unusual engine; handling is reasonably sporting. Against: Gearchanges are ponderous; top gear times poor. Power steering is needed.

Citroën

For: Quite sporty performance despite the car's bulk; handling safe and predictable. Against: Elderly engine let's down the futuristic car; hard cornering is accompanied by masses of body roll.

Lancia

For: Very quick against the clock; handles like a sports car; excellent power steering. Against: Noisy

engine and terrible gearchange mar the overall effect

Renault

For: A quick and good handling car; excellent ride. Against: Body roll will disturb some passengers; power steering noisy

Rover

For: A good ride with agile and responsive handling; quick even in automatic form. Against: Road bumps and potholes can catch the Rover out

Saab

For: Solid, reassuring ride; extremely comfortable over long distances. Against: Poor performance for the price

PERIOD PIECE: RENAULT 30 TS

Of the six, the Renault is probably the most comfortable to drive quickly as the smooth v6 is eager to rev and commendably quiet at the same time. The Lancia sounds rough and unrefined when pushed ~ but even that is music to the ears compared with the arthritic noises from Citroën's elderly OHV unit ~ all the other cars in this test have overhead camshafts and it really is about time Citroën followed suit.

It is immediately obvious that the Saab is a four cylinder car, feeling considerably less eager than the Rover's straight 'six' which is always willing to rev, if a little vociferously. The Audi's odd engine, while smoother than a four, is not despite all the claims, as smooth as a six. We also wonder why it should have such a heavy flywheel unless it is to mask some of the inherent vibrations inevitable in a five cylinder layout.

HANDLING

All bar the Rover have front wheel drive, and all have basically similar handling characteristics, though there is a distinct division



steer wide of its line through a corner, and so cannot be hurried in quite the same way as the Gamma,

Understeer also marks the Renault which despite front and rear anti-roll bars has a little

but gets heavier on the move. However, its strong self-centring effect at low speeds demands a new driver approach ~ let go of the wheel when straightening up and the car will wallow like a barge. Driving a cx takes a little extra effort and concentration but perhaps that is as it should be.

That Saab has chosen to take away sporting pretension from the five door cars became apparent on our handling course. The EMS with its low profile tyres and gas-filled shock absorbers is likely to be considerably more responsive than the other ordinary handling capabilities of the GLE.

The GLE understeers strongly, feeling a might stodgy on the road. Its power steering ~ new to right hand drive Saabs ~ is a little too light at speed. The Rover like the Gamma has a sporting feel behind the wheel. Again the power steering offers plenty of feel at speed, but with 2.7turns lock to lock and a 10.4m turning circle it is not unwieldy in town

traffic either,

With MacPherson strut front suspension and a live rear axle held in place by semi-trailing arms, a Watts Linkage and a Panhard Rod the Rover offers a good ride and responsive and agile handling ~ an ideal compromise.

The best ride comfort is offered by the two French cars as we have come to expect. The Citroën's hydropneumatic system and comfortable seats offer a sensation of floating on air ~ which may or may not be a good thing. It has been known for children and indeed adults to become violently car sick in the rear of a cx. The all-independent Renault, while offering not quite so good a ride, is probably the better bet ~ it is still extremely comfortable but without any of the cx side effects. Saab owners will also enjoy a comfortable ride which is not marred by potholes in the same way the Rover's progress is. Audi's typically Germanic hard seats and firm ride may seem uncomfortable at first, but provide no

stray aches and pains at the end of a long run, while Lancia drivers pay the performance penalty of a jiggly town ride that is firm at the best of times.

Braking in all these cars is excellent ~ as it should be as disc brakes front and rear feature on four of the six cars. Again it's the Citroën that will provide newcomers with the surprises ~ for the power braking system is very sudden, a gentle touch on the button-like pedal is all that is needed to put the car on its nose. None of the six is particularly upset by strong cross winds or camber changes.

Accommodation

It is under this heading that some of the surprises occur. Saab advertising in the national press reveals that the Saab 900 is roomy and spacious. To give some idea, it's slightly longer than a Rover 3500. But inside you'll notice the difference. And so you will. It's tiny.

The car may well be longer than a Rover ~ the huge bumpers see to that ~ but inside it's

PERIOD PIECE: RENAULT 30 TS

more body roll than the German car. Renault's PAS offers good feel on the move though its tendency to hiss in use will annoy some. A good turning circle will help town dwellers. Owners of French cars will know all about the legendary Gallic body roll, even so Citroën's roly-poly cx rolls more than most, despite the use of anti-roll bars front and rear. The Citroën has a super smooth ride at the expense of cornering power... point the car at a corner and it will keel over, alarming onlookers more than the car's occupants.

CX steering is guaranteed to unnerve newcomers too. The Vari-Power steering demands next-to- no effort at town speeds

Audi

For: Pleasant 'calm' interior; attractive velour covered seats
Against: A little too ordinary for some

Citroën

For: Plush comfortable seats; excellent minor controls
Against: Seats too well padded, making thigh and head room poor in the front

Lancia

For: Excellent driving position; masses of rear log room
Against: Garish colour schemes; obvious add-on instrument binacle

Renault

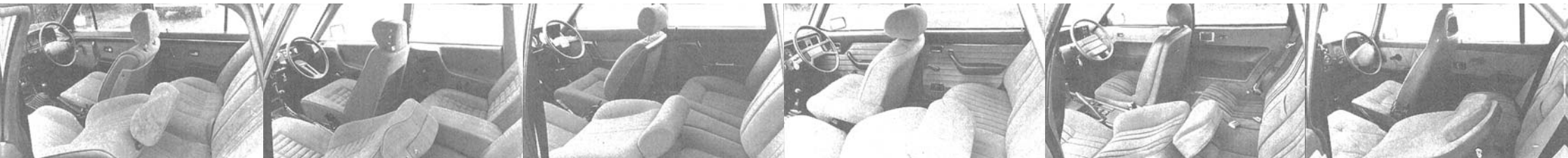
For: Well shaped seats complement the car's superb ride
Against: Plain Jane looks

Rover

For: Deeply contoured seats hold occupants well
Against: Firm cushions become hard after a long drive

Saab

For: Excellent driving position; well shaped Seats
Against: Narrow body shell; tombstone front seats; garish colour scheme



very like the old Saab 99; tall, narrow and cramped. Shoulder width is the lowest of the group, as is overall body width, while it is also the tallest ~ dimensions not conducive to low drag coefficients. Front seat accommo-

to a steering wheel adjustable for both rake and reach ~ through Italianate in the Gamma, where the gear lever is a stretch for the longer-legged drivers, to poor in the Citroën. The CX may have a seat adjustable for height but

all it does is offer the driver a choice between having a little

space between his thighs and the wheel but no head room at all or a little head room but thighs that foul the wheel.

All the seats are exceptionally comfortable; all are either cloth or velour covered and all offer sufficient support. Back rest rake adjustment is infinitely variable in the Lancia, Saab and Audi ~ the others rely on pre-set fixing. Only the Rover and Audi have seat belt fixings mounted to the seat.

LIVING WITH THE CARS

Hatchbacks really do make sense for the family man who prefers a saloon but occasionally needs the load space of an estate, and the four hatchbacks here do show up the limitations of the conventional saloons. The biggest load carriers are the Rover and Saab and both have simply operated seat folding mechanisms, though the two rear seat head restraints of the Saab have to be removed and subsequently get in the way. The Audi has a good sized load bay, too, and a well-constructed seat folding mechanism which includes a pair

of gas struts to hold the collapsed seat in place.

It is in this area that the Renault falls down. Like in our long-term Renault 20, the seat folding mechanism is over complicated, though Renault do admit to the problem and are putting matters right. For all its interior size, the Gamma's boot is really too small for serious use, while that of the Citroën is large and usefully-shaped with no obstacles getting in the way. Loading heights are low in the Saab and Citroën while the others ~ especially the Rover ~ have high sills over which luggage has to be humped.

Interior oddment space is at a premium in the Saab ~ there's just one small glovebox and a pair of map pockets ~ but the remainder are all pretty good in this respect, especially the Audi and Rover, the latter having two gloveboxes.

Saab makes a great play on the safety aspect of their cars, but we feel in making the bumpers tank-proof, they have overlooked a couple of rather obvious faults. In one case this oversight could cause problems ~ the high waist-line and vast head restraints front and rear make rear three-quarter vision terrible... joining a motorway from a slip road is a hazardous affair. All the head restraints can be removed, it's true, but that rather defeats the object of having them there in the first place. And for a car with this sort of

price tag the lack of rear fog lights is an extraordinary omission. Ergonomically the new dashboard is a great success, though. Every control is a fingertip away, though we feel that a rev counter should be a standard feature. Entry and exit is easy despite the tall, narrow doors, and they shut with a satisfying clunk ~ there's an air of solidity about the Saab, that's for sure.

Testers complained about the Gamma's untidy instruments that are difficult to read and carry stray reflections on the glass, while the Rover's add-on console caused a few raised eyebrows, too. All-round vision in the Avant caused a few grumbles, but nothing like the criticism against the Saab in this respect.

All six have intermittent wipe control but only the Audi, Renault and Saab have washers that activate the wipers for a few sweeps of the screen, at the same time. Spare tyres are by and large under boot floors which can cause problems if a puncture coincides with a full boot. However, the Renault's excellent arrangement allows the spare to be dropped in a cradle at the rear of the car at the touch of a button, without having to disturb luggage. The Saab's spare sits upright at the side of the boot, encroaching on boot space, while the Citroën's is well out of the way under the bonnet. Heating and ventilation is good in all cars and excellent in the Saab. Seat height adjust-

PERIOD PIECE: RENAULT 30 TS

dation is cramped for the taller drivers as the seat will not adjust far enough back, while rear seat users will lack knee room, too. And yet the car has an enormous boot stretching nearly six foot from seat back to bumper when the seat is folded. Saab designers seem to have put more emphasis on luggage capacity than cabin space.

Rover's designers seem to have got their sums right as head and leg room front and rear are good, and the SDI's boot is even longer than the Saab's. Taller drivers will have problems in the CX as, like the Saab, rearward seat adjustment is insufficient and headroom is limited: problems caused in part by the plushness of the seats. The remaining three cars all offer good head and leg room front and rear, and all will hold five passengers without too much of a squeeze ~ though the Saab's narrow body is a limitation and the Lancia's heavily contoured seats mean that a third passenger in the rear will be uncomfortable.

Driving positions vary from excellent in the Rover ~ thanks

ers can be found on the Citroën, Lancia and Saab. None of the three worked well though, the Citroëns in particular not solving the problem of seat ~ wheel clearance.

EQUIPMENT

steering, electric windows all-round, alloy wheels, an electrical adjustable door mirror, tinted glass and adjustable steering column. Like the Renault, Citroën's cx has electric front windows, electric door mirror and power

steering as well as new roof console holding a pair of switches

and a useful map reading light. Manual Rover 2600s have a five speed gear box and power steering as well as Triplex Ten-Twenty safety glass ~ all the others have laminated screens.

The Rover also has a push-button radio, though tinted glass is an option. Although its bigger brother ~ the 3500 ~ has central door locking, it is not available on the six cylinder car even as an option. We have come to expect little in material terms from German cars and the Avant is no exception ~ the car offers showroom gazers' tinted glass as standard and that is about all.

COSTS

But while the Audi may fall

down on equipment, it is going to help its owners' pockets at the petrol pumps. During the test period we recorded an overall fuel consumption of nearly 10.1l/100km, while others were near 14.1l/100km, bar the Saab which managed 11.8l/100km.

Spare parts and servicing costs are likely to benefit the Audi owners, too. Although spare parts are by and large compatible ~ with the exception of the Gamma exhaust system ~ it's the job times that make the difference ~ replacing a clutch in an Audi is a four hour job while Citroën regard it as a 12hour job and with labour charges what they are, that's one heck of a difference.

It must be noted that Saab's huge bumper can be replaced in sections, so if just one corner has been damaged it is not necessary to replace the entire unit. In these days of transistorised ignition regular service intervals are getting further and further apart... the Lancia needs servicing every 20,000km, the Audi, Citroën, Renault and Saab at 16,000km

intervals, and only the Rover needs servicing at 10,000km intervals. Lancia's initial price includes delivery.

At this end of the market warranties are often a little more than the straight 12month unlimited mileage deals usually offered. Audis ~ and Volkswagens ~ are covered by a six year anti rust warranty, while Citroën give a two year cover up to 105,000km on the suspension and Saab cover the engine and gearbox for two years as well. They all offer the usual warranty though this can be extended by a Rover owner who buys a second year of Supercover.

VERDICT

As usual with Customer Clinics we are left with two verdicts ~ our own and that of our invited drivers. Taking the latter first, voters were split between the two French cars, with the Citroën eventually coming out on top. The Saab followed with the Rover, Audi and Gamma trailing behind,

Our own verdicts differ

PERIOD PIECE: RENAULT 30 TS

As you would expect with cars in this price bracket equipment levels are high ~ especially so in the Saab and Renault. The Swedish car has automatic transmission, power steering, a metal sun roof, a pair of electrically controlled door mirrors, heated front seats ~ warming on cold mornings ~ rear seat belts, headlamp washers, a ventilation air filter system designed to help hay fever sufferers, tinted glass and a stereo radio/cassette player.

The French car also has power steering, electrical front windows, central locking, tinted glass and all the more usual extras like a clock, rev counter and so on. The Gamma comes with power

Audi

For: Hatchback versatility; simple seat folding mechanism; gas struts hold seat down
Against: Underfloor spare; high sill

Citroën

For: Good capacity; sensibly shaped; low sill
Against: Not a hatchback; awkward to reach right into

Lancia

For: Well trimmed; low loading sill
Against: Small for the size of car; clumsy hinge system; not a hatchback

Renault

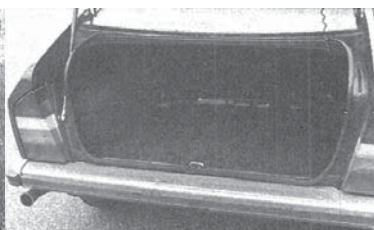
For: Hatchback versatility; spare wheel under car In cradle
Against: Much too complex seat folding system

Rover

For: Hatchback with large capacity; simple seat folding mechanism
Against: High loading sill; luggage floor not completely flat when seat folded

Saab

For: Hatchback with potentially massive capacity; low loading sill
Against: Very little ~ its the ultimate in practicality



slightly though we still put a French car at the top. As far as we are concerned Renault have got a great deal going for them with the 30 TS ~ it's quick, comfortable, well equipped and sensible. Our only major criticisms are the

er's car is down at the bottom of the list, but although the Gamma can be fun, living with the car is probably more than most people will want to do. It is a little too clumsy, bad tempered and fussy to be a regular form of transport,

PERIOD PIECE: RENAULT 30 TS

need for a five speed box and a less complicated rear seat system: something that the new 30 TX should answer.

We see the Rover SD1 as Britain's answer to the Renault, as it is almost as comfortable, almost as quick ~ probably quicker in manual form ~ and a better load carrier. The Audi is also a straightforward sensible car, though totally lacking in character, and is a little expensive if creature comforts are demanded.

The Citroën CX range has always been a favourite and the more we drive them the more we like them ~ however, until that engine is replaced by a more modern OHC unit, like that from the Renault 20, we feel the Pallas is not living up to its image. It is also perhaps over-complicated, for the Renault manages to do much of what the CX does with much less effort and fuss.

Unusually perhaps, a real driv-

and it is a complete contrast to the Saab which would be very

easy to live with day in and day out for years on end. However, we were disappointed with the GLE.

Perhaps we expected too much, thinking the car to be a complete break from the old 99 series. It isn't. The 900 is basically the same old car gently stretched. It is still too narrow and small inside for the family man. And all the bolt-on extras cannot disguise that this is a four cylinder 2litre car in a price bracket where six cylinder smoothness is the norm and not the exception.

It is marked down not for any terrible deficiency, more of the excellence of its rivals.

There is no denying its solid reassuring feeling, though. It is well made and should last.

This article first appeared in 'What Car?', in June 1979 and is taken from the editor's collection.



TED CROSS ~ SECRETARY

It has been a while since my last report. I have been busy.

The urgent repairs to my Big Six rear ring gear centre was a great success and the Big Six managed to complete the 80eme Traction run without any serious faults. Many thanks to

David Gries for his great assistance when I came to replace the part and also re-fitting the engine and gearbox. Because there was no time to do a test run there were a couple of small coolant leaks and a rather bigger fuel leak at the pipe banjo joint on the carburettor. This was my own stupid fault because I did not secure the line and of course it vibrated on the road and worked loose causing a fuel leak. There is still a coolant leak and I suspect a Welch plug is failing in the middle of the head under the rocker gear.

Next on the list was my 1971 AK350 named 'Grey Nurse' ~ a very well know Raid 2CV van

from WA. When I purchased this I knew that the floors and toe board had been repaired [several times] and were now suspect. Further investigation revealed they were in very poor condition. Fortunately our club member Harley Durst

offered to do the work for me and we imported a new toe-board and floor/sill parts. Of course the toe-board was for a left hand drive car and Harley did a magnificent job modifying this to fit the right hand drive van. With the body off, there were some other areas of weak metal, which were also replaced and now the Grey Nurse will be good for another 37years. Harley did a very professional job and I want to thank him here for his work. He is a true Citroën enthusiast and genuinely wanted to see the van returned to top condition. Now for some new tyres and it will be ready for another Raid [possibly for sale if I get a very

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good offer].

As all of this was happening I got mixed up with new member Bernd Huber who was wanting to import a couple of 2cv's for his growing Citroën collection. Bernd is a dangerous man and soon con-

The new sports 2cv duly arrived and was better than I had expected. It had some minor faults and received a great service and tune up from David Gries [with me helping] and is now running like a Swiss watch. A rather noisy

Swiss watch and a modified exhaust system is next on the list.

vinced me to add my purchase to his list. This was a great idea as we could share the container expenses. So I did a search on various websites for a suitable 2cv. But I already had enough vans and sedans and the Meharis were all too dear. But then I found an excellent 2cv/Lomax sports. Bugatti Blue and in excellent condition. The lady owner in Britain was selling her pride and joy to buy a 2cv sedan and I happened to be in the market for something different. Fortunately she was agreeable to let her car be exported and the deal was quickly done.

Nothing else to report except Helen's c4 needed the air-conditioning re-gassed for summer and the service light flicks on occasionally. Biggest jobs were to re-fit the windscreen washer bottle tube that had fallen off and put new water in the bottle. Oh and the petrol cap key lock gets dry and needs lubricating every now and again.

Ted Cross

SUE BRYANT ~ TREASURER

Happy New Year to all Front Drive readers. The days between Christmas and the post New Year return

to work offer us a chance to do things that we don't have time to do during the busyness of the working year; at least for those of us who have not yet entered the independent stage of life called retirement.

My pre-Christmas was, like yours I expect, was too busy. Every year we race towards Christmas doing so many things, with a great sense of urgency, as though the world will end if the various tasks we set ourselves are not completed by 25 December. The good news is that yet again, the world is still going whether or not be did everything.

I had 16 people for sit down lunch on Christmas Day and the day was truly happy and enjoyed by all, but by Boxing Day I was tired, so I sat and relaxed for the day. I also relaxed on the 27th. By the 28th it was time to get moving again so I started a new project, to refurbish my study.

I have just had a new deck built and it looks into my study and on close examination it was a mess, with boxes of stuff on the floor and nothing to unpack them into. My bookcase was full. The cupboard in the spare room is piled high with books. I had containers of car club records without homes. Having thought about doing something with the study for a while, I decided that while I had a few days off to go to the shops and organise things I should make a start on my study.

A visit to IKEA was under-

taken and some preliminary ideas were gained. The following day I took my friend Alison, who has just returned from 18 months in London, shopping with me. We have lots of catching up to do, so back to IKEA we went together to decide what I wanted. I purchased a filing cabinet and re-visited the other things I was considering ~ but our dilemma was how to get everything I wanted home. Without cheating and paying for it to be delivered. I have Scottish blood, need I say more?

Now my c4, Miss Bossy, was enjoying her break. During work time we travel 100km each day to work and back, so 12 days without doing that is great. She has now done over 160,000kms and is still making me happy, so nothing to report here, sorry. The question was how good was she at furniture moving? The answer is OK, but anything more than 180cm long is not going to fit and I wanted a bookcase that is 202cm tall.

I had a small gathering for New Year's Eve and was discussing plans with my friends Colin and Denise Bates, who have two Citroëns, a DS and an Ami 8 Break. Well Colin does, Denise just bought a Skoda but I won't hold it against her, much. Colin has had experience with IKEA having purchased a wardrobe there, for his daughter Catherine, and he offered to help me. It seems that the Ami 8 is more versatile than you would imagine for what looks to be a small car. Being a

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2cv derivative it has that handy feature of removable seats. A deal was then struck that in return for transport assistance Catherine, who is setting up her first home, could have my preloved bookcase and some drawers.

Catherine and some of the shorter packages. It seems it is not the size of the car that matters but the flexibility.

The last few days have been spent with a pleasant mix of construction of furniture, which is satisfying, if somewhat time consuming and socialising, taking

in some films and meals with friends. Tomorrow I go back to work, I think for a rest but time will tell. The only things I haven't yet done is finishing updating my outstanding CCOCA Membership Secretary tasks, so to any newish members waiting on letters, sorry. Sue Bryant, Treasurer, Membership Secretary and Furniture Constructor

LEE DENNES ~ ACTIVITIES CO-ORDINATOR

A Car Called Tina
My parents bought my first car for me in 1970 which was a 1967 2door Ford Cortina 220-1500. They paid \$1,100 for it. She was known as Tina and was with me until 1999.

She travelled over 230,000 miles, had two engine rebuilds, a differential overhaul and a couple of replacement clutches. Her reliability almost never let me down. Even when the clutch went I was only a couple of kilometres from home and literally shuffled, as in double, to our address.

This car gave me

my independence and freedom. I drove her all over NSW and always had the confidence that she would get me to my destination, and back.

A couple of times in a car park I would find myself sitting in a strange driver's seat trying to figure out why the car wouldn't start. The Cortina key could unlock just about every Cortina in Sydney but fortunately could not start them!

When I met Graeme his car was off the road so he loaded Tina with all his band equipment which was no mean feat seeing she was a 2door. He drove her all over Sydney and surrounds on weekends doing gigs. How he managed to get the equipment in I have no idea as we now have an SUV and it is still a struggle to fit it all in. On a dark night on the back road from Richmond to Blacktown in NSW returning from a gig she started sounding like a jet engine. Graeme pulled over and couldn't see a thing so he pulled out his cigarette lighter and found that the exhaust manifold had fallen off. A good Samaritan stopped to help [the cigarette lighter had quickly been extinguished when a whiff of fuel became evident] and together they used some fencing wire [don't ask how it was acquired] to do adequate repairs to limp back home.

Graeme was posted to the USA in 1980 so we left the car with my father who used her to tow his golf cart to the golf course three

times a week. She was humming like a bird when we reclaimed her in 1984 and drove her to Queensland.

On our next posting, back to Victoria, we decided to ship her via rail. The gear stick was not of the short racing style but a long thin one from the floor, with reverse being something that had to be shown to a driver as it was not obvious. You needed to lift the gear stick up and move it to the left and then down. Not the usual press down and across deal. When we arrived at the railway yards to pick her up we found that the gear stick had been cleanly broken off at the floor. Someone had tried and failed to move the car. Graeme found a railway worker who welded the gear stick back onto its base for us. He did a very good job as it lasted for many years.

In her later years the inside rear view mirror had a habit of falling off as it was only glued to the windscreen. As I had little warning when this was going to happen, it became a challenge to try and drive the car while holding the mirror up and changing gears. Oh, I might add there were no side mirrors.

She was driven almost every day for 30 years, so the \$50 that the buyer offered us [a mechanic who was going to use her for spare parts] hardly seemed fair after all the years of service my faithful little car had given us.

Lee Dennes

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FLEET FOLLIES

Colin took the back seats and the front passenger seat out of Ami. I folded down the back seat of Miss Bossy and then went to Colin's to collect Catherine, who was wanting to make a small purchase for her new home, and the three of us set off in two cars to make our purchases.

Together we navigated the passages of IKEA, selected what we wanted, paid for it and then after a short wait collected all the items ready to be taken home and assembled. Between the two cars we managed to transport two bookcases, a very large credenza with open shelves a set of rolling drawers and a cabinet for storing a printer and some lights for Catherine. The tall bookcase that wouldn't go into Miss Bossy fitted readily into the seemingly smaller Ami 8 and Miss Bossy was able to take me and

