



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

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



MARCH 2015 Vol 38 No 8



## Postal Address

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

PO Box 52, Balwyn, Victoria, 3103.

The Club's website is:

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

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

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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 was taken on Quai de Bons Enfants, in Epinal [Vosges]. The same view in 2012: the Peugeot dealer now sells wool.

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## Club Permit & Safety Officers ~

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**ICCCR REPRESENTATIVE ~**  
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, March 13, 2015.

## 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.

### FOR SPARE PARTS & TOOLS

Contact Lance Wearne.  
Phone: [07] 3351 8327 or  
[spareparts@citroenclassic.org.au](mailto: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](mailto:clubshop@citroenclassic.org.au)

### OTHER CLUBS

VIC: [www.citcardclubvic.org.au](http://www.citcardclubvic.org.au)  
NSW: [www.citroencardclub.org.au/](http://www.citroencardclub.org.au/)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
SA: <http://clubcitroensa.com>  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
[www.doublechevrons.aunz.com](http://www.doublechevrons.aunz.com)

Welcome to the last edition of Volume 38 of Front Drive. Indeed, it is also my last edition in the rôle of Editor. Changes in my personal circumstances ~ largely linked to retirement and a desire

for more travel in our lives ~ means I can longer be part of the Club's Committee. It is a requirement that members of the Committee must attend a specified minimum number of meetings over the course of the year. Attendance does not have to be in person ~ it can be via Skype, or other electronic means. With the travel Philip and I have planned, I will not be able to attend those meetings.

So, the time has come to pass the mantle of Editorship to another willing body.

As part of the transfer to new a new editorial steward the Committee has decided to reduce the number of editions from eight to six per year.

Not only does this make the

job of the new editor a little easier it will ensure you will know exactly when a magazine is due in your letterbox. At the start of every second month a new edition of 'Front Drive' will be with you.

I will certainly be available to hold the hand of the new editor if [s]he needs it until Easter.

The new editor will also benefit from the results of our forthcoming survey of members. Read all about that on page 35.

What else is here? More news from the 80eme Anniversaire Tour, David and Suzy Gilbert's Light 15 stars is this edition's Member's Model, there is some technical assistance from Julian Ridgers and Peter Stringer shows us how to light up your Traction.

Full news of OzTraction '15 can be found, along with the booking form. We have a destination new to the Club ~ a very tough ask. As always, numbers are strictly limited: so book early to avoid disappointment!

Leigh F Miles, Editor

The activities side is well into 2015. The first event was our annual Australia Day BBQ which this year was held at the Frog Hollow clubrooms starting at 4pm... earlier than usual. There are splendid electric BBQ facilities which we made good use of. cccv were invited and a number of their members turned up. The general feeling was that it was a very enjoyable do and were somewhat impressed with the clubrooms. The next function was the auction held at 1 York Street which was very well attended and all the parts were sold. I hope to have an article written on this shortly. Tom Grueza from cccv attended to see what fun could be had... he was most impressed!! The OzTraction is set in concrete and you will see the event details in this magazine. Thanks to Ian and Louise Duffy and Gerry and Pat Propsting from Camperdown for their efforts and especially so to Helen and Ted Cross: without them I would have been a bit of a duck out of water.

Good ol' Rob Little has decided to retrieve all of our good d bits and hold them at his great big shed in Shepparton. We look forward to perhaps a d spares shop but this has yet to be decided.

I sent a message of condolence and sympathy to the French Embassy in Canberra over the recent terrorist events in Paris and received a thank you from the Embassy.

My first Tuesday Chit Chat in

January was a great get together and I recommend that if you are twiddling your thumbs on that day, please make an effort to attend. Because it is a bit of a run, I would suggest that as most members are in metropolitan Melbourne, we pool our car resources.

The AGM is again with us this March 25 and as per normal all of the positions held are up for grabs. We ask, beg, cajole [call it what you may], but I would like to see a packed house with standing room only with fierce bidding for all these vacant positions. If you have no experience bossing people around you will do well here as we are really all pussy cats!! The role of Librarian and Property Officer is definitely up for the taking as I will not be continuing with them. Leigh has also made it clear that we should be looking for a new Editor.

Max Lewis ~ President

Ed Sed

PREZ Sez

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

## A-TRACTIONS

### • MARCH ALL CITROËN CONCOURS

THIS EVENT HAS NOW BEEN POSTPONED TO NOVEMBER.

### 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

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.

Every year the Committee exhorts you to come along to this important event, and every year we manage to have sufficient

### CHAT CHAT TUESDAY

WHEN: 1st Tuesday

7 April

5 May

2 June

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

26 March

23 April

28 May

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?

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!

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

#### TEDDIE'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

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## A-TRACTIONS



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



BRING: Everything for a 4day tour  
 CONTACT: Ted and Helen Cross,  
 ☎[03] 9819 2208 or  
 ☎04 0059 2208 [Ted],  
 ☎04 1935 6963 [Helen] or

your friends, or make new ones.  
 See page 18 for more details.

## APRIL CLUB MEETING CLUB MEETING: ~CHEAP CATS

WHEN: Wednesday, 22 April  
 TIME: 7:00pm  
 WHERE: O'Sullivan's Sibeon,  
 914 Mount Alexander Road,  
 Essendon, Melways 28 G4  
 COST: From \$16pp  
 BOOKING: Preferred by  
 Friday, 17 April  
 CONTACT: Max Lewis  
 ☎[03] 9372 0921  
 ☎04 5899 3771  
 ✉president@citroenclassic.org.au



Meals start from as low as \$16. Wednesday is Parma Night and at just \$16, how can you go wrong? The wine list is very reasonable and of course who could refuse a Guinness? So, bring yourself and your wife/partner/friend/cellmate whomever and any goss/anecdotes/

lies/hyperbole whatever that is about the place at this time. Irish jokes may or may not be looked upon with glee... I did notice a sheleighlee behind the door! [ok, so Max can't spell but you get the drift.] Max has reserved the dining room upstairs for a crowd of 15 ~ 20 but it could accommodate a lot more. The staff will arrange a long table as is our liking or any other format that you may want. The room has its own bar, open fire and is a splendid place. I have been there several times and am still amazed at what a delightful place it is. Parking is very close across in the nature strip... should be no problem here.

## • MAY DAY RUN: BEAC

WHEN: Sunday, 24 May  
 TIME: 9:00am  
 FROM: Moonee Ponds  
 TO: Beac  
 COST: Food and refreshments to your account  
 BOOKINGS: Essential, by Monday 18 May  
 CONTACT: Max Lewis,  
 ☎04 3828 6181  
 ☎[03] 9372 0921

✉president@citroenclassic.org.au  
 Max will issue a route map for you to follow as we leave Moonee Ponds. It is a reasonably simple set of map references BUT if you find you are heading up a wrong alley or a gum tree so to

## A-TRACTIONS

✉crossfam@ozemail.com.au

Full details on page 17.

## 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

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... speak and in a bit of a flap... do not worry, just make your way to Inverleigh. We aim to be there about 11am. We will later be met by the Beeac Hotel mine host... Ean McDowell who will then take us on a tour to a highpoint

seriously suggest not to miss as this is still a private collection and is not open to the public.

### MAY CLUB MEETING

WHEN: Wednesday, 27 May  
TIME: 7:30pm  
WHERE: Frog Hollow

Reserve Rooms, Fordham Ave., Camberwell. Melway 60, B3

COST: Free

BOOKING: Not required

CONTACT: Lee Dennes,

04 3828 6181

activities@citroenclassic.org.au

This evening Ted and Helen Cross will talk about the highlights and the shenanigans that fellow Citroënists got up to and the various car related incidences that occurred while spending three weeks on the road in South Australia with like minded car enthusiasts. Their expose will cover the Pre-CitIn Run [aka Teddies Terrific Tour,] CitIn and the Post CitIn Run through the Flinders Ranges.

Come along and relive or just enjoy the experience of those who attended all, some or part of these events.

Think of it as your chance to discover what a dreadful mistake you made in not going to the most important event in the Australian Citroën Calendar.

### • JUNE

#### OzTraction 2015

WHEN: Friday 5 June 5 to Monday 8 June

WHERE: Camperdown and

the Victorian Western District  
COST: \$150pp  
BOOKINGS: Essential  
CONTACT: Max Lewis,

04 3828 6181

03 9372 0921

president@citroenclassic.org.au

Full details for the 2015 OzTraction Event can be found on page 38 and a booking form has been included with this edition of 'Front Drive'.

### DAY RUN: BLACKWOOD

WHEN: Sunday, 22 June  
TO: Blackwood

While we are awaiting the final details for this joint run with the Citroën Car Club of Victoria treat this as advance warning of the event.

Yes, it al- most

bound

to be

a cool

day

but

there

are

lots

of warm

ways to spend

your time in this

fascinating village.

### • OCTOBER

#### 60<sup>TH</sup> ANNIVERSARY OF THE ID/DS ~ EARLY WARNING

WHEN: Friday 2 to Sunday 11 October

FROM: Victorian side of the Vic/NSW border

TO: Southern Highlands

of NSW

TBC

COST:

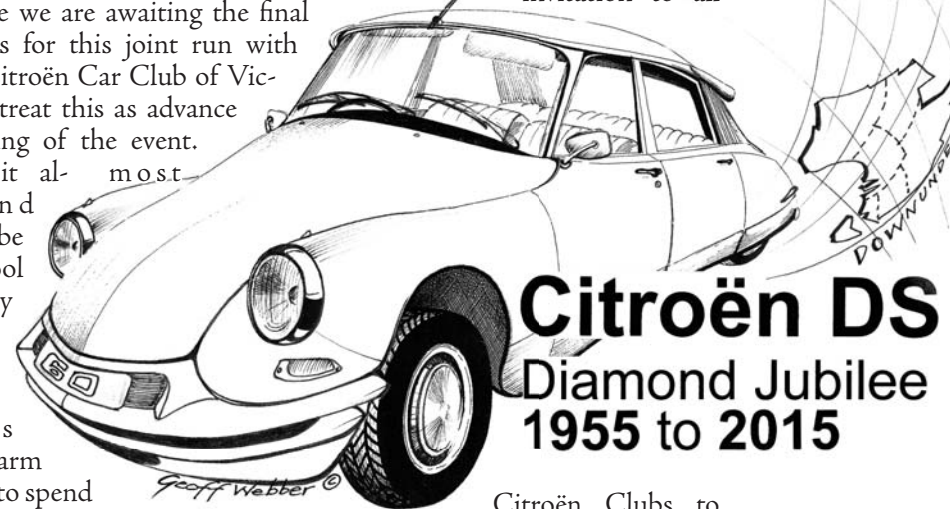
BOOKINGS:

Essential

To celebrate the Diamond Jubilee of the DS/ID the Citroën Classic Owners Club of Australia will be hosting a 10 day event commencing on the 2 October and concluding on 11 October.

The starting point of the event will be on the Victorian side of the NSW/Vic border and will finish in the Southern Highlands of NSW.

CCOCA will extend an invitation to all



## Citroën DS Diamond Jubilee 1955 to 2015

Citroën Clubs to participate in this

event.

This will allow clubs to include the event on their calendars thus allowing their members to use 'CLUB' registered cars on the event.

Full details including accommodation options and costs will be released shortly. An entry form will also be available at this time.

## A-TRACTIONS

in the area... an extinct volcano if I am not mistaken. Lunch to follow at the Hotel where you will be pleasantly surprised at the great country cuisine at a very modest price. Later when you feel like a stretch of the legs, Ean will escort you on a tour of his car collection... a unique one I might add. Something I would





## OZTRACTION 2015

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.

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.

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.

DAY ONE: TUESDAY, 31 MARCH

✂ Melbourne to Halls Gap

DAY TWO: WEDNESDAY, 1 APRIL

✂ Halls Gap to Naracoorte

DAY THREE: THURSDAY, 2 APRIL

✂ Naracoorte to Mannum

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**



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Greetings fellow Tractionists and other members of the Citroën family. I have been asked to write CCOCA's first post on the web blog so I thought I would write an illuminating article on the lighting I

and car lighting. Scroll down a couple of items and you will find what I was looking for: 8" pre focus headlights. These are a copy of the Lucas Cats-eye original without the word 'LUCAS' on the glass and made as a semi sealed unit.

They can take a halogen globe and a pilot

light which I fitted with a LED to use as a day time running light [see photo, page 26].

The main globe base fits the British Pre-Focus p36d bulbs of which three different wattages are available [as well as 6 and 12volt] depending on what you think your generator can handle. I chose the 60/55 watt then set about changing as many of the other globes [brake, tail, indicator, interior and panel] as I could to LEDs to maximise current availability to the headlamps.

With everything turned on and engine running, the amp meter sits pretty much on zero so I am happy with that.

Having got the basic lighting system working ok it was time to 'pimp my ride' as my daughter informed me. On the 80eme Anniversaire run, judging by the audience response of awws, ooos and ahhs everybody seemed to be impressed with the under bonnet lighting [see photo page 17] and illuminated chevrons on the radiator grille [see photo].

So how was this feat of in-

Continued on page 26

## TRACTIONS ILLUMINATED

have incorporated in my Traction during its restoration.

It all started with headlights. The Lucas M140 headlight bucket is designed to have 8" reflectors. If you want to use modern round sealed or semi sealed reflectors they come in 7" so a step down rim is required to hold them in place. I didn't like the look of those so I started searching on the web and eventually found Paul Goff's bike and bulbs website ~ [www.norbsao2.freeuk.com](http://www.norbsao2.freeuk.com). From the home page go to motorcycle





Sometimes when a member writes an article the aim, purpose and direction of the feature can alter along the way. David Gilbert [SA] started out to write an article describing the experiences he and his wife Suzy had while

on the 80eme Anniversaire run. What we got instead is a fantastic Member's Model.

**S**uzy and I bought our Traction in Melbourne in 1967 or '68 from its second owner. We travelled from Adelaide to Melbourne by train and drove it home, where

it became our regular transport. It was even our own wedding car. There is a picture of me behind the wheel in about 1969, when it was all black. Suzy and I used the car for the next three years, or so.

At that stage I took it off the road and repainted the car black and metallic grey ~ it looked great. Even in the black and white

picture I think it looks great! At the same time I undertook a 'did it myself' engine rebuild. This was undertaken in the backyard of the little shop we operated and lived behind, while I completed my architecture degree. But our beloved Traction found itself relegated to a series of sheds for nearly 30 years, whilst the activi-

## THE GILBERT'S 1948 LIGHT 15



David and Suzy Gilbert in their bright yellow Citroën 5cv. This car was previously owned by long-term Club member, Leigh Mason.



A detailed photograph of the interior of a 1948 Citroën Light 15. The view is from the driver's perspective, looking through a black three-spoke steering wheel. The dashboard is made of polished wood and features a central speedometer with a black face and white markings, ranging from 0 to 100 MPH. The speedometer has a white needle and a small digital display showing '6897'. To the left of the speedometer is a smaller gauge, and to the right is another. The steering wheel has a silver-colored center hub. The background shows a glimpse of the road and trees through the windshield.

# THE GILBERT'S 1948 LIGHT 15



# THE GILBERT'S 1948 LIGHT 15





Why does something about never raining, but pouring spring to mind?

One of the most difficult things about being an editor is finding material, cajoling people into writing for you and jollying them

along. And still, you can find yourself short of copy for the magazine.

Not so with reports from the 80eme Anniversaire de la Traction. One email from Helen Cross and I was delightfully inundated

with reports and stories of the event from a

huge number of participants. Unfortunately, not everyone's contribution arrived before the copy deadline for the last edition. Indeed, I found myself short of space to accommodate all the reports.

So, in this edition I am pleased to present articles from Bruce and Shiona McMaster, with a New

South Wales perspective and Grahame and Anne Vaughan from Tasmania.

BRUCE AND SHIONA McMASTER

Well what a fantastic eleven days we had on the 80eme Anniversaire de la Traction. I must first congratulate Robin and Suzanne and all the others who organised this event, not only did it run like clockwork we were never hassled and everything just happened. I know from experience that this does not just happen, many hours of planning go into an event like this so a huge thank you to Robin, Suzanne and their helpers.

The 80eme reunion was very special to us as we had only just finished restoring our basket case Big 15, and avoided the divorce courts. Fortunately I met and spoke to Ted and Helen Cross at the CitIn at Rawson Village and they told me about the 80year, 11day reunion. So, the goal became to get the basket case finished for that.

My past experience with The Traction was a run with Greg Fienberg, many years ago and I had not driven one till I picked up my basket case chassis with a roof [me sitting on an esky] and drove it up my drive with the grandkids only to have it boil. We had to be pushed home ~ very undignified.

After two and a half years, lots of hard work and input from the panel beater and upholsterer and of course Greg, without whose

Bruce and Shiona McMaster's Big 15, as it is today. You can find a picture of the originally purchased 'basket case' on page 32..

Continued on page 32

## 80eme ANNIVERSAIRE





Continued from page 16  
candescant beauty achieved you might ask? Well basically it took some led and a lot of fiddling about.

The under bonnet lights were simple, two strips of self adhesive

[1,800miles] they are still there.  
**THE CHEVRONS.**

My main concern here was again heat but also minimising any change in the normal appearance of the chevrons themselves. I visited my sheet metal fabricator and had some U channel made out of polished stainless steel,

[polished face on the inside of the U] of the same profile as the chevrons but 4mm wider. This material was cut and joined to make two new chevrons that fitted behind the original chevrons but showing only a thin 2mm gap either side.

A self adhesive waterproof LED strip was attached to the inside back of the original chev-

rons. The light from these shines on to the polished stainless surface of the backing chevrons and escapes through the 2mm gap either side of the front chevrons thus 'illuminating' them.

The tricky part was holding these 'backing chevrons' in place. The brass threads braised to the grill were not long enough and to make it more challenging 2.5mm diameter. What to do? I needed some tube nuts about 15mm long with a 2.5mm thread and some mushroom head 2.5mm diameter thread screws. Who sells that sort of stuff? Internet to the rescue.

A bloke in Sydney was selling 5mm hex brass rod 200mm long on eBay. Got that and with a lathe and a 2.5 threading tap made the tube nuts. The screws I sourced from this amazing company based in Brisbane called Small Parts and Bearings. You have to check this site out. [www.small-

parts.com.au] They currently have 154,812 items available in 3,732 categories. So armed with these vital components and some Loctite I was able to get it all together, wired up and with a switch positioned in an out-of-site location the travelling light show was on the road.

Flushed with the success of lighting the exterior my attention then turned to the interior.

Supercheap Auto had some small discrete low wattage interior LED lights in a small chrome plastic mounting which I attached under the dash to shine down to the foot well of both the driver and passenger front seats. [see photo, page 17]

These are switched at the door pillars and come on when the door is opened. They make quite a difference especially when you have black carpet.

I am currently looking at ways to improve the lighting of the instrument panels. The speedo in particular is very poorly lit, so the possibilities here include a new coat of white paint on the inside of the gauges [this seems to have helped], a product called 'Light Wire', and restoring and remaking the dials work with back lighting [as in modern vehicles]. This last one is challenging but more about that at a later time when we might discuss instrument restoration. For now however let us enjoy what light [15] we have.

Peter Stringer



## TRACTIONS ILLUMINATED

waterproof cool light 4watt led positioned just above and running the full length of the gills. I used dabs of polyurethane adhesive to attach the power supply cables to the underside of the bonnet and ran them back to a central quick release connector at the firewall to allow easy removal of the bonnet.

My main concern was how the adhesive on the leds would stand up to engine bay heat, well so far





Continued from page 19  
ties of living in the UK for 3 years, house renovation in Adelaide, raising a family and running an architectural business took precedence.

I finally dragged the Trac-

nently in Shanghai ~ another four year delay in getting things really moving with the Traction.

Thinking that I would never get the car finished again, I took it to Finch restorations and asked them to do a bit of work on the car

when they had time. It spent several years in their workshop,

where it was repainted, black again, and the engine overhauled. When we got back to Adelaide in mid-2006 I dragged it back home again and work was finished a little before the McLaren vale CitIn in 2009. When undertaking the work we discovered, inside the

tion out of the garage in the late 1990s and started work on it all over again. Plans for major work were once again put on hold as I had started a business in China. This meant I was spending half my time there. By 2002 Suzy and I made the move to live perma-

## THE GILBERT'S 1948 LIGHT 15



Previous illustrations:

Page 22/23: This interior shot shows a point of difference in David's car ~ there is no provision for an advance/retard lever. Page 24/25: His car is a 1948, which he thinks is one of the greatest models because of the curved bumpers and he thinks the body is slightly narrower than later models. This front view shows the nice curved front bumper and the body being slightly narrower. He has not

seen other documented evidence of differing widths, but has noticed, or at least have perceived differences when comparing his car with others of slightly later date. He has heard people say the curved bumpers denote a French car, but his car is Slough built, and he is sure the bumpers are original.

Page 26: David also believes this short tube air cleaner with the rounded front end is also original to the car.

headlining, the original receipt for the owner's purchase of the workshop manual, in 1952.

The car was looking great,

and running well, but it wasn't till 2014 that we had the time and the confidence to venture interstate. We went to CitIn at

David behind the wheel of the then all-black Traction in about 1969.





Rawson and then headed off to the 80eme Traction run.

Suzy and I had a great time and still marvel at the friendship and generous help we received along the way. These longish trips are a great reminder of the

opened anti-clockwise, on the new, it was clockwise, requiring gymnastics with the throttle levers to reverse the direction of turn.

On the old, there were threaded holes for attaching and supporting the air cleaner, on the new there were none, requiring a new clamp at the top of the carbie throat and two new supporting brackets to carry the

air cleaner.

On the new, there is an added bulge requiring some subtle panel beating of the air-cleaner and then repainting.

On the old the choke cable connected on the side away from the engine, but on the new, the choke is next to the engine, and of-course the cable did not reach. John Beswick had made the new throat-clamp for me and also, fortuitously gave me a longer choke cable just in case.

Of course the fuel line had to be modified to suit the new arrangement and I decided to revert to the correct location around the front of the cylinder head rather than over the top as it had been. This required new copper piping and fittings to suit ~ an adventure of its own.

So a simple change-over was made, the Traction is running well and we are ready for the next run. Fingers crossed.

David Gilbert

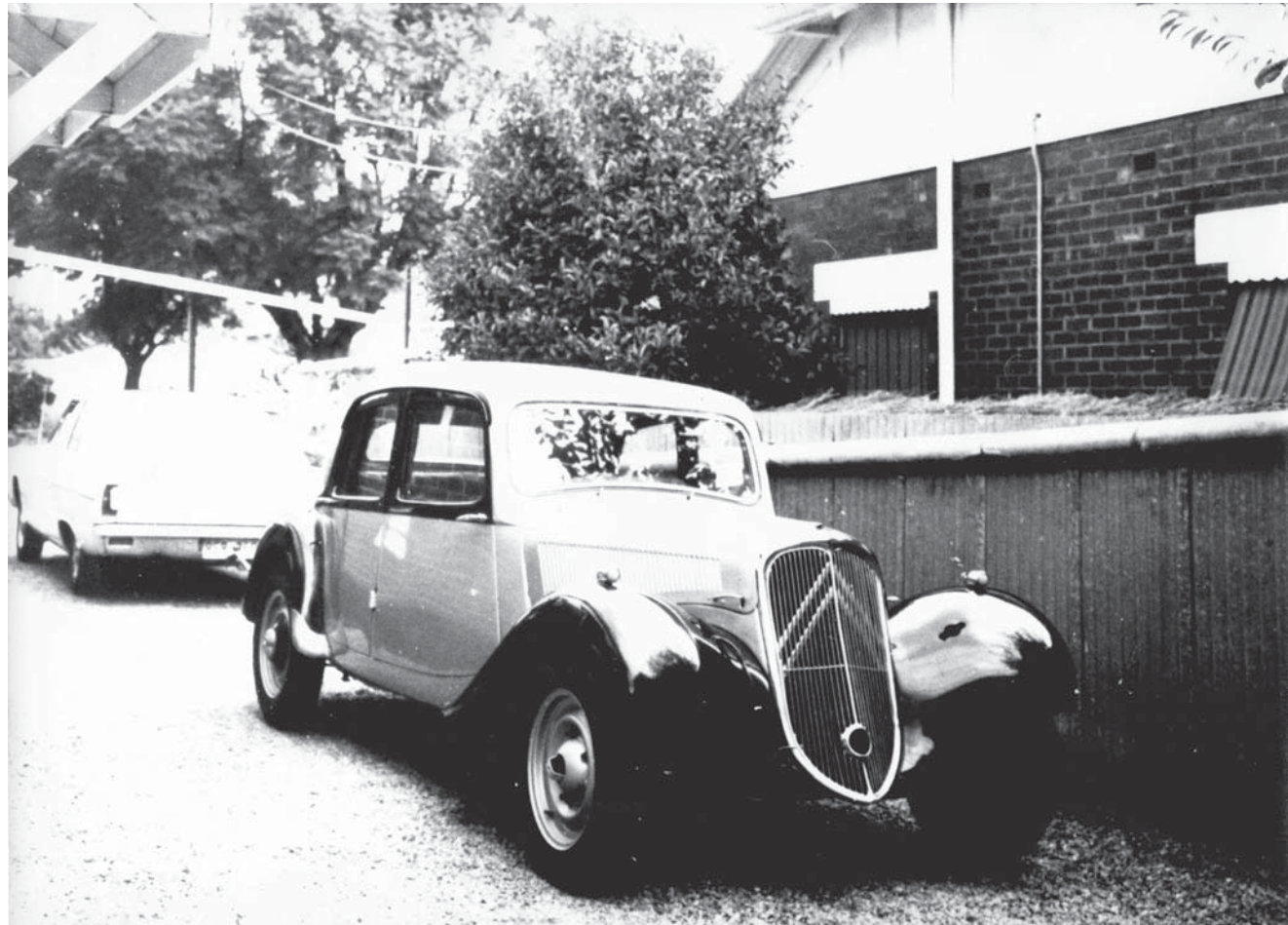


## THE GILBERT'S 1948 LIGHT 15

toughness of these great cars, but also that with a 60year-old car, nothing is set and forget. As some will know, on the last days of the trip, our carbie was playing up and even the inventive David Gries was unable to fix it. By the time we got home, even though we were running well at speed, it was almost impossible to control at low speed or idle. I was thinking that a carbie overhaul was on the cards, but also investigated getting a new one from CTA in Holland. In the end, that's what we did, as a new carbie was going to cost me just over \$200 including adaptor flange.

With great confidence the order was sent off, and within a week the awaited package arrived. That was the beginning of a wondrous journey of surprise and adaptation. The old, original carbie, Solex 35FAIE was not available, but the slightly later 32PBIC was said to be a straight replacement provided the adaptor flange was used. In practice it was more difficult than one could have imagined.

On the old, the throttle



Repainted black and metallic grey in about 1972. Missing the front passenger-side hubcap and awaiting the refitting of the headlights. David and Suzy were not to get much use from the car during the period it was painted this two-tone colour scheme.



Continued from page 25

help I could never have done the job, we were ready for the run to Gundagai,

As it was my first real drive of the Traction, I am happy to say how impressed I was and that

ing car in the forties.

Someone said to me once that Rolls Royce said if you want a new idea look into the past. Well if you have ever broken a clutch cable on an air-conditioned DS 23 on a 40° day in Sydney and had to fix it, you would appreciate the rod activated clutch in my Big

15. I must qualify this as the car had covered 100,000km. However if you were lucky the cable cover would fray and give you some warning, mine on this occasion just snapped. Bang no clutch on the expressway [great].

It is not all bad though I have owned a DS since 1962 along with GS, CX, C5 and now a Traction.

I promised Helen that I would pen to paper as soon as I arrived

the old girl went like a bird. It did have a crack in the fuel tank top which I did not have time to repair Thanks to Gricey and John that happened later, most grateful to them.

Coming back to the run itself and the places visited: they were all great, but the highlight for me was the Spanner Man. What an amazing guy!

It was all great from white kangaroos complete with poo, to Rose gardens and Railways.

Having been a Cit owner for 50years + and 30+ year member of the New South Wales Citroën Car Club this trip has been the most memorable time of many attended.

One of the very rewarding points of this Reunion was our ability to be able to meet and get to know all the people. I am really looking forward to CitIn at Easter to hopefully catch up with those we met again.

It was great to hear of the possibilities of power steering from Rob and many other little hints about the Traction. There is no doubt it must have been an amaz-

## 80eme ANNIVERSAIRE



home ~ but I told myself it had been such a great event, everyone will would write an article about our days together.

So, I must apologise for not getting to this article earlier. I must thank Helen and Ted for giving me a shove along to put pen to paper. It is people like you who keep our Clubs going.

Once again a huge thank you to CCOCA and you all for an amazing time. All the very best to everyone for 2015 and beyond and to all of you caught up in these shocking fires our love and thoughts.

Bruce and Shiona McMaster ✂  
GRAHAME & ANNE VAUGHAN

Preparation and Departure  
of the Tasmanian Tractionists.

Mine, a full service including

taking brakes apart with no problems apparent.

However I had lured Julian and Margaret Ridgers with their 1950 Traction to come along with us from Launceston.

So we were the 'lurers' and they the 'lured' please don't get confused with 'lewd'.

Julian and Margaret are self confessed non-clubie people; nevertheless the run provided the spark to restore the body and paint on their otherwise excellent car and importantly use it with fellow Tractionists

As often happens the pathway was anything but smooth and initially the car with adequate time was stripped bare to reveal some middle age spread; a bit of bog and minor rust. Nothing too dramatic.

The painter [a pejorative term] was the problem. Extracting vast money with less and less progress.

They went on a long-before-arranged holiday to NZ around 4weeks from the Run start, leaving a stripped out and barely partly restored car. As soon as they arrived in NZ, the painter resigned.

In this case much good came from this b...act, although unsurprisingly, not initially apparent. Margaret's youngest brother, David, a man of immense goodwill and car nous, stepped into the breach arranging painters of excellence who worked long hours to have the car finished for final reassembly two days prior to



departure per Spirit of Tasmania.

Many hands joined the congregation and the miracle happened.

The car reassembled and on the boat from Tassie as scheduled for the start in Gundagai. This

Simply stunning, world class work for anybody but what a personal triumph for the wheelchair bound Artisan, then his story and the fabulous billiard table direct from Walter Lindrum.

The other outstanding fea-

ture to us was the group bonding which came from the good

planning and the intrinsic interest of participants

As one participant commented 'there were no duds!' Augers well for the future!

#### GENERAL COMMENTS

At the final dinner Bruce Stringer invited folk to describe any car issues. One by one everybody had something to say.

I recall laughter when I said I had none. I stick by this as although the generator failed, exhaust manifold cracked and a lead broke; the important overview is that around 22 cars started and 22 finished; a tribute to preparation and the inherent cars themselves. Also, important were the much appreciated contributions from Lance Collins, Gricey and others from time to time. Lance needs to do the full run next time ~ Gricey needs a rest!

Robin and Suzanne Smith made a lot of preparation work look effortless, resulting in an over whelming success. We thank them for this and look forward to an 85th Celebration Run.

Grahame and Anne Vaughan ☞

was a huge personal highlight for them and Anne and myself as official worriers.

#### THE RUN: DAYS 1 TO 10

This is well known to the participants involving pleasant cruising distances and including many interesting intra day stops in smaller country towns mostly in Victoria with a touch of NSW and SA.

The overnight stops being in varied size towns universally suited to group involvement. A highlight being several quasi French/Citroën Quizzes courtesy of Robin and Suzanne: thank you both.

It was notable for being well organised and the Ladies in particular welcomed the rest day at Mildura ie away from car talk and car seats! Well, to some degree anyway.

Anne was constantly amused by the action of bonnet raised and the immediate reaction; males appearing and peering in. She sadly likened it to a group of plovers viewing their young

Our vote for the best visit was the 'The Spannerman' at Boort.

We all know about 'surveys', don't we? They all too often involve someone ringing you at dinner time, assuring you they are not trying to sell you anything. Then after a couple of innocuous questions they go into trying to persuade you to buy something

you don't want, with money you don't have, to will impress people you don't actually like. That is actually the correct description of Marketing. I should know ~ I did it for most of my working life.

But really a survey is the only way that any group or business can find out how they are doing in the minds of their consumers. It is the same for a Club. The Committee can sit and pontificate on what we think you want. Market research of one person will assure us that 'the members' want 2 editions of Front Drive every year and each edition should be only 10 pages. So much for market research of one.

So, your Committee has decided to embark on a wide-ranging survey of you ~ our members. We want to know what you think of the website, club shop, the library, the events, the spare parts service, the magazine. And your thoughts about the future of the Club.

We want to harvest your ideas. We want to know what we are doing that is right but also what

we are doing that is wrong. We want to know more about you and your interests.

The easiest way to undertake this survey is via the internet and email. This ensures your replies are totally anonymous.

If you have an email address, but are not receiving email updates from Bruce Stringer [who runs the website] or Lee Dennes [who co-ordinates our events], then maybe we do not have your correct email address. Contact Sue Bryant [membership@citroenclassic.org.au] to update your details.

If you do not have an email address, but wish to take part in the survey, please contact Sue and we will make sure we post a survey to you.

A good survey relies on completion by as many members as possible. So be sure to complete the survey when it turns up in your inbox just after Easter.

#### CCOCA SURVEY

WHEN: April, 2015  
WHERE: Any computer  
COST: Free  
BOOKINGS: Not required  
BRING: Patience  
CONTACT: Sue Bryant,

04 1251 8849

membership@citroenclassic.org.au

Leigh F Miles & Peter Sandow

☞

# 80eme ANNIVERSAIRE

# CCOCA SURVEY



Old cars are, by reputation, relatively simple devices, not bedevilled by 'black boxes' and other modern miracles.

Does that apparent simplicity mean that they are easy to

maintain? In some cases, I would argue no, because the knowledge that was once commonplace and accepted at the time when Light 15s were youngsters has gone to the grave with many of the mechanics of the era.

I give as evidence two simple things, one to do with brakes, and the other relating to steering.

**PROBLEM I**

What could be more simple than the Light 15's drum brakes, or indeed the rack and pinion steering.

I recall that some decades ago when I became a Light 15 owner the car was troubled by having sat around for some years in a car museum. Its brakes were therefore tenuous, pulling madly, juddering, and leaking fluid.

The normal remedies were applied, but the juddering persisted, until I referred to the matter to a mechanic friend who was about to retire after a lifetime of preparing and maintaining racing cars in Australia and overseas, and then in later life, restoring vintage cars.

Juddering in Lockheed single

leading shoe brakes was a doddle to fix, said my friend Geoff. All one needed to do, apparently, was to remove the brake drum [bother!!!], take off the shoes, put in a new bronze bush at the top pivot point, and drill it about half to one degree off right angles.

The point of the exercise is

to slightly cant the shoes, so they do not fully engage the drum at once. In subsequent driving, I have had smoothly acting brakes.

**PROBLEM II**

During the recent 80eme Anniversaire run, hurrying from Melbourne to Gundagai [my three months restoration of the car, well-planned etc etc and completed an ample two hours before the Tasmanian ferry sailed] nearly came to an end when, 20kilometres from Gundagai, the steering 'went loose'.

I should add that up to this point the steering had been exemplary because two Launceston men who have made front-ends their life's work had really got the old beast tracking nicely.

Driving very cautiously to Gundagai, the car was given a clean bill of health by the local garage man, and again the following morning by Lance Collins and his friend Rex. So off we set on the rally, with steering which felt 'just a little odd'.

Suffice to say that we made it through the event, with lots of steering kickback and a growing

tendency to run off the road.

However, underlining the difficulties that can lie in properly analysing a fault in a fundamentally simple device, when I got back home I took the car back to the front-end men. Jason immediately detected 4mm toe-out on the left side, easily fixed, but the car felt just as bad. So he reduced toe-out, first to the recommended 1mm, then to neutral, with the much the same result.

On the third attempt, and with a growing sense of 'I can't believe it', Jason had the car back on the alignment rack, and just happened to give the left wheel a good push back and forward with his feet.

A small clicking sound followed. It transpired that the coupling on the left-hand side track rod where it feeds from the rack centre had become just a whisker loose in its housing. Taking out the split pin, tightening up the castellated nut, and all was resolved.

It all goes to show... something or other, about things that go bump in the night [or on the road, for that matter, when you least expect it].

Julian Ridgers  
Julian has indicated he has the doings for more articles in him. We look forward to further interesting solutions to serious problems in future editions of 'Front Drive'.

## ALMOST TALKING TECHNICAL

### WANTED

#### 2CV SEAT FABRIC

New or old seat fabric OR seats covered in this fabric for round corner 2CV seats. The overall condition is not necessarily important. Description: Seat fabric, colour blue grey fleck with red, yellow, blue and aqua strips. Contact: Graeme Dennes, gdennes@bigpond.com or 04 3828 6181







## OzTraction 2015



This year is the first OzTraction event I have organised along with a bevy of enthusiasts such as Helen and Ted Cross, Ian and Louise Duffy and Gerry and Pat Propsting.

The baton was handed to Brobel Tours last year after successive and successful years of Green Frog Tours, and now it is my turn to bring you an event to remember.

We set out to look at the Camperdown area, as that has been one that has been overlooked, and was seen to be sort of central to the scheme of things ~ keeping in mind that the South Australian contingent would not have too far to travel, and the planned country drives have scenery of world-wide renown.

Even as I write I have been informed that one Queensland member has plonked down his deposit!

Further to the decision to go for South West Victoria was the eagerness with which our two Camperdownian couples embraced the idea.

We have put a maximum of 43 participants, as this is the number that the Sunday evening Gala dinner at the 'Snout and Trough' restaurant is able to accommodate.

### ACCOMMODATION IDEAS

✂ The Manifold Motel on the main street has 15 rooms reserved for us until April 24. This motel comes with high recommendations and has modern rooms with all necessary facilities.  
294 Manifold St., Camperdown  
☎ [03] 5593 2666

www.manifoldmotorinn.com.au

✂ The Cascade Motel is also on the mains street, but is not holding rooms on the Club's behalf. At the time of writing they have 20 rooms available.  
311 Manifold St., Camperdown  
☎ [03] 5593 1144

www.cascademotel.com.au

✂ The Lakes and Craters Holiday Park has five cabins available. So, if you are wanting cabin accommodation that can host between four and six people, this is the way to go!  
220 Park Road, Camperdown  
☎ [03] 5593 1253  
www.lakesandcratersholidaypark.com.au

### ACCOMMODATION BOOKING

Please make sure you do your accommodation booking by telephone, not on-line, and that you mention the Citroën weekend when you book.

I would suggest that you book you accommodation early.

### WHAT'S ON?

✂ Friday, 5 June  
Registration from 5.30pm

onwards at Ian and Louise Duffy's magnificent home, Dimora Homestead, 21 Dimora Avenue, Camperdown, where we will have a BBQ hosted by Ian and Louise. Bring your own refreshments, glasses and perhaps a few fold-up chairs. Max will be on hand with goodie bags.

✂ Saturday, 6 June  
Assemble close to the heart of Camperdown for a Show and Shine prior to the Observation Run.

Lunch will be at the Timboon Distillery Restaurant. The restaurateur has promised a great selection of mouth-watering delights and afterwards a short visit through the distillery itself, and if you are a whiskey/whisky or liqueur connoisseur, a free tasting. The run will pass through some magnificent countryside and the Observation Run is planned to be easy [fingers crossed!], and will finish back in Camperdown.

Dinner will be at the Hampden Hotel Bistro from 6.30pm onwards... drinks to your account.

✂ Sunday, 7 June  
Assemble on Manifold Street for a pleasant perambulation through the scenic wonders of the Camperdown countryside, the Great Ocean Road

and the Twelve [or is it now Six?] Apostles to catch up with CCOCA member Roy Begelhole's modest collection at Warrnambool.

Lunch is a BBQ put on by CCOCA at Lake Pertobe.

The Gala dinner back at Camperdown will be at the Snout and Trough [yes you read correctly!] starting at 6.30pm for the pinnacle of fine dining, lots of awards, prizes and fun. Drinks will be to your account.

✂ Monday, 8 June  
Breakfast at the 'Loaf and Lounge' from 8.30am onwards, put on by CCOCA. Then folks it's time to bid our farewells to one and all.

### PRICE

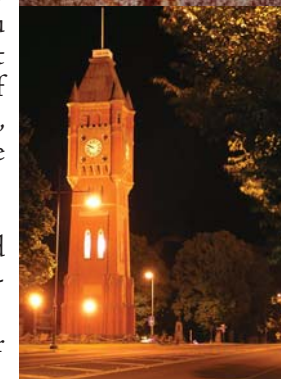
The cost for all this is a very modest \$150 per person. Check the booking form especially, the cancellation policy.

For your \$150 you will receive an unforgettable experience and Friday evening ~ dinner  
Saturday lunch  
Saturday evening ~ dinner  
Sunday lunch  
Sunday evening ~ dinner  
Monday ~ full cooked breakfast  
Goodie bag  
Excellent company  
Lots of fun and frivolity

See you all there for an unforgettable and memorable OzTraction 2015.

Max Lewis

✂





## Spare News

This is a quick update to members regarding your club's spare parts.

As many of you would be aware the Aussie dollar has taken a hit over the last few weeks, which has a direct impact on

prices of parts. As all parts are sourced from Europe and the UK we are at the mercy of the exchange rate and postage costs.

All is not lost as present stock is still being sold at old prices. Parts are passed on at the purchase price plus costs to members. I would suggest that the \$100 cost to join the parts club is money well spent.

The 10% discount certainly is recovered on even small orders. And again it is a once off joining fee!

To the actual parts. I am highlighting a few of the bits available, which may or may not jolt your memory regarding that part you have been meaning to replace. Present stock includes.

- ✂ Front and rear brake hoses for English models.
- ✂ Limited numbers of French brake hoses.
- ✂ Brake master cylinder kits
- ✂ New conrod bolts to fit 1D rods

✂ Front and Rear suspension arm rubber bump stops. [Have a sticky at yours].

✂ Variety of wheel nuts

✂ Adjustable lower ball joint caps. [Eliminates shimmying]

✂ Steering column bushes [Take note those planning a conversion].

✂ Various engine lock tabs.

✂ A Diaphragm clutch set [members who have fitted these report them to be very good].

✂ 2CV oil filters @ \$15 each.

✂ 1D 19 gasket set.

These are just a few of the items in stock. For those members looking for hard to find bits please contact me in good time as our contact in Europe has advised certain items are hard to come by and take a while to source.

In addition with the exchange rate I need to ensure orders are comprehensive enough to warrant placement in an attempt to optimise postage costs.

In closing if you have ordered parts and not heard from me in a while flick me a quick mail... just in case and I'll update you on the progress or sheepishly admit my memory let you down. I really need to get my 'secretary' more involved in this spare parts thing! Lance

## For Sale

### 1951 Small Boot Light 15

I have been asked to sell this Light 15 for a friend. Negotiations are through me but the final decision to agree to the sale will be hers. The car has only had two long term female owners with a short period in the middle when another person bought it but could not keep it due to personal illness. Current owner since 1985, with original Victorian reg plates [YF 877, expired] which go with the car. Sound condition with very little rust; complete but needs a full restoration. The engine and gearbox are fine but the clutch died recently during the move to temporary storage. Complete interior also in need of restoration. Original tool box, two spare Michelin tyres suitable for storage use, work shop manual. The engine has been rebuilt in the past and runs sweetly. The car was originally sold by Commonwealth Motors and has painted headlight bases which are an original feature. Original olive green paint [non-metallic] with cream leather.

A rare opportunity to get a complete Traction ready for your restoration. The car can be viewed in Dandenong South by prior arrangement. It needs to be paid for and picked up and cannot remain in the current storage arrangement. Asking

\$4,000. Ring me on 04 0059 2208 or email crossfam@ozemail.com.au

### 1951 Traction: 11BL

French build and trim. Runs very well. Interior needs work [have a new headlining for it but haven't got round to installing]. All four tyres near new condition. Painted white about 25 years ago [After seeing the movie 'Diva']. Enamel never rubbed down so nicely shiny but a few runs, and perhaps a little fragile. Many spares including body parts as well as mechanical. Original 6volt system. Club registration. Its been sitting for a while unused now but took it for a drive last week [Had to crank start it and it ran very well]. Unfortunately time, space and energy are taking centre stage [sounds a bit Dr Who-ish] so grab this time machine for a great and reduced price. \$8500. Reg 04708H. Jeremy Shaw, Caulfield Vic. 04 0952 1020 or jemshaw@aonet.com.au

### Traction Ashtrays

Traction Bakelite ashtrays fair condition [all have slight chipping] ready to fit. \$20 each OBO + P&P. Peter Simmenauer pcsimm@iprimus.com.au or [03] 9877 0141





LEIGH MILES ~ EDITOR

While some members of the Committee have trouble finding something to write about when it is their turn to put together a 'Fleet Follies' article [Sue 'I only

actually how many cars we own. Indeed, in January we agreed that we needed [note this was a NEED, not a WANT] extended the fleet of Citroëns by one.

We have added a c4 Picasso. No, not the full seven-seater breeder wagon beloved by large families. Just the five-seater.

Think of it not so much as shortened seven-seater. Think of it as a large, versatile hatchback. We visited our local Citroën dealer and test drove the rather stylish DS5, and a pleasant drive it was. We then went and sat in the Picasso and both agreed that for us the pure functionality of the Picasso outweighed the form and undoubted style of the DS5.

have a reliable c4' Bryant springs to mind], others have fleets so large and multifarious I am not sure even their wives know about all their cars [Ted 'I can't remember' Cross falls into this category] have no difficulty putting words down.

I guess I fall into the Ted Cross category ~ the difference is my partner, Philip, knows ex-

I don't know about you, but I have always wanted to buy the exact model they show in the brochure. Usually they show the very top of the range and I buy something from the middle of the range. So it was with the c5 where I bought the 2litre diesel [albeit in Exclusive trim], while the brochure depicted the 2.7litre Exclusive with all the bells and whistles.

With the Picasso we not only got the trim level depicted in the brochure we get the same colour scheme as well. Silver exterior with the black nappa and tan leather seats. We love the 360° cameras that show a vertical view of the car relative to the surrounding pillars and posts. We

have not yet used the self-park feature but are in love with the adaptive cruise control, lane departure warning system and self-dipping headlights. Who me? In love with technology? You had better believe it!

Citroën say they delayed the launch here until the full automatic gearbox was made available on the five-seater. While the semi-automatic gearbox that has been available for some time has come in for a good deal of criticism, having used it last year on our leased c4 Picasso both Philip and I are quite OK with it. Indeed, the semi-auto in UK testing delivers better fuel economy than the manual version.

Leigh F Miles



## FLEET FOLLIES

