



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

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



CITROËN

DS 19

NOVEMBER/DECEMBER. 2015 Vol 39 No 4

" 2 LITRE "

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CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.
The address of the Club and this magazine is:
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Annual Membership is \$55. For overseas membership add \$17.50.

Cover Image

Cover Image is the outer cover of the 1956 brochure for the Citroën DS

Memberships

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

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

Committee

PRESIDENT ~ Max Lewis
[03] 9372 0921 [H]
04 5899 3771 [M]
president@citroenclassic.org.au

SECRETARY ~ Ted Cross
[03] 9819 2208 [H]
secretary@citroenclassic.org.au

TREASURER ~ Sue Bryant
04 1251 8849 [M]
treasurer@citroenclassic.org.au

ACTIVITY COORDINATOR ~ Lee Dennes
04 3828 6181 [M]
activities@citroenclassic.org.au

SPARE PARTS OFFICER ~ Lance Wearne
[07] 3351 8327 [H]
spareparts@citroenclassic.org.au

PUBLICATION EDITOR ~ Russell Wade
[03] 9570 3486 [H]
editor@citroenclassic.org.au

COMMITTEE PERSONS ~
Kay Belcourt [03] 9885 4376 [H]
clubshop@citroenclassic.org.au
Robert Belcourt [03] 9885 4376 [H]
Bruce Stringer [03] 5250 2727

Deadline

The deadline for the next edition of 'Front Drive' is Friday, January 1 2016.

Support

Web Wallah ~ Bruce Stringer
[03] 5250 2727
webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY ~ Sue Bryant
04 1251 8849 [M]
members@citroenclassic.org.au

Tyres ~ Robin Smith
[03] 5984 1280 [H]
tyres@citroenclassic.org.au

AOMC LIAISON OFFICERS ~
Ted Cross [03] 9819 2208 [H]
Russell Wade [03] 9570 3486 [H]
Mike Neil 04 1821 1278 [M]

CLUB PERMIT & SAFETY OFFICERS ~
Russell Wade [03] 9570 3486 [H]
Peter Boyle [03] 9470 8080 [H]
Philip Rogers [03] 5944 3091 [H]

LIBRARIAN ~ Max Lewis
[03] 9372 0921 [H]
librarian@citroenclassic.org.au

CLUB SHOP ~ Kay & Robert Belcourt
clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE ~
Ted Cross [03] 9819 2208 [H]

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 [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.doublechevrans.aunz.com

The Editorial learning curve continues, I have had some software glitches using Windows 8 and have had to engage reverse and find a computer running Win 7 because the updated or current version of the software is only available on subscription, ie it only lasts 1 year then needs renewing I must thank those who have contributed material to the magazine and particularly thank Roger Brundle for a number of images used in this issue which pays tribute to the sixtyth anniversary of the D series introduction. I have not been overwhelmed by members wanting to wax lyrical about their present or past motoring fleet/delights/catastrophies/follies etc so so you will have to put up with me earbashing you with tales of stuff and nonsense

about some of the Citroen and others that I have owned. I am taking some of my own advice from the last issue and using the "for sale" to clear the hoard as getting down and dirty is becoming much less attractive as the years roll on.

And now a few rules regarding the for sale and wanted section. As we are now running 6 issues of Front Drive a year, after 2 issues the advertisement will be deleted. If you wish, the add can continue if the price is reduced, but it is up to you to reativate the add after reducing the price. The web has different rules because it operates in a different time frame. Finally if you haven't done so have a look at the magazine on the web in full colour, password in your inbox on 21-2-2015 Russell.

The FCF organising committee have been beavering away and it is shaping up to be a successful day. The event has even reached the press with an article published in Just Cars. It makes good, interesting copy.

Alan Mance showed off the new Citroen Cactus last week.

A minor communication hitch meant that CCOCA members were not made aware of this through the normal channels...rather A.M. relied on the invitation to be forwarded to us by CCCV. John Parsons was not aware that this was his job but he apologised anyway. A quiet word to A.M. to say that the two clubs are quite close but not that intimately bound will see CCOCA getting further invitations first hand.

The car itself...Cactus by name but not by nature is a really nice/cute machine. There myriads of options....so you tick the boxes you desire, it's keyed in by the dealer [you

have already laid out some funds] and bingo....your car is now on the production line in France. You should see it in 2-3 months.

I personally have never or-

dered a car in 50 years of automobile ownership but then as you all know 80,000 orders were taken for the DS19 on it's Paris Automobile Show debut. We will wait and see if the modern generation of "give it to me NOW, dammit" will in fact wait around. Cactus is a unique car, so I reckon they will.

Now that Leigh is back in Melbourne, we will see his assistance to our new editor bearing fruit as well as the Club Membership Survey will see the light of day. I look forward to the data gleaned. I continue to enjoy a good and close liaison with John Parsons and the two clubs can further look forward to in 2016 another year of enjoying each other's club functions.

Ed Said

PREZ Sez

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A further meeting to plan the 2016 calendar will be held this coming December. Lee

much effort as is needed to clean the slate. Too many items have been labelled work in progress and left to the next meeting to cogitate upon. I will be happy to take on a bit more of this work if it means we have a quick setting concrete outcome.

Max Lewis.

Dennes and I have been invited to participate.

Our agenda has a number of "long in the tooth" issues which we need to get our teeth into and resolve, so I will be asking all of us to focus as

NOVEMBER 5 CRUDEN FARM

WHEN Sun Nov 22

Not an official club event, see next page. I had always intended to visit then Dame Elisabeth Murdoch left us so

I thought I had lost a chance to visit there but the AOMC sent out the flyer on the next page and it seems to be for a good cause. Note the admission prices \$20 per special interest vehicle with all occupants compared with the general admission price of \$20 per person.

CLUB MEETING BEER GARDEN EVENING WHEN NOV 25 TIME 6.00-7.00

Where..The Arbor at the Village.557 ST Kilda Road
Free parking in Moubray St after 6.30.

RSVP Fri Nov 20 to.

Rob&Kay Belcourt
truocleb306@gmail.com or
0439798079

Hotel Website <http://vil-lagemelbourne.com.au>

A-TRACTIONS

GEELONG REVIVAL WHEN NOV 29

Since it's renewal in 2012 they have been trying to move the event format closer to the English events such as the Goodwood Revival..

It is free but well worth spending the \$15 to allow pit access. Here you see the time money and devotion that some people spend on lost causes as well as the effort to make valuable older cars go faster. I was always aware of the safety aspect of the sprints and was reminded of this when leafing through some old Front Drive magazines describing Jack Weavers crash there.

This is not an official club event.

t

SPARES NEWS

No spares news this issue but suggest you look up the list of spares on the club website and note that it includes some ID/DS parts.

DECEMBER COMBINED CCOCA/CCCV CHRISTMAS

Sunday 13 December 2015
12.00pm- 4.00pm Frog

A-TRACTIONS

Hollow Reserve Rooms,
Fordham Ave, Camberwell.
Melway 60 B3
CCOCA and CCCV will be
providing the meat for this
event.

Bring everything for a picnic
including table and chairs.
Booking is Essential by
Monday 7 December 2015
Contact Lee Dennes 0438
286 181
activities@ citroenclassic.org.
au

JANUARY

AUSTRALIA DAY BBQ
Wed Jan 27
Fog Hollow Reserve
This is a mid day/afternoon
function , you will need to
bring everything for a pick-
nic.

FEBRUARY

ANNUAL GENERAL MEETING
Wed Feb 24 @ 7.30pm

A little unusual this year but
the AGM has been brought
forward because many mem-
bers will probably be busy
preparing for CITIN which
starts just two days after the
March Meeting which is
being moved to a hotel see
March events. It is important
you put this meeting in your
diary because a few years
ago we had the embarrass-
ment of not even having a
quorum for the AGM.

MARCH

GRAMPIANS GETAWAY

A 4 day event from Friday
March 4 to Monday March
7 organised by Lee and
Graham Dennes. More de-
tails to follow

GENERAL MEETING

Meet at the Roystan Hotel
River Street Richmond.
More details will follow
from Max Lewis.

CITIN 2016 & CHUCA

Friday March 25 to Monday
March 28

POST CITIN RUN

Mon March 28 to April 2, details
to be decided.

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11AM-3PM**

CRUDEN FARM

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CCOCA BOYS' DAY OUT ~ OCEAN GROVE

WHEN: 4th Thursday

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?

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CHIT CHAT TUESDAY

WHEN: 1st Tuesday [not in April or May]

1 DECEMBER 1

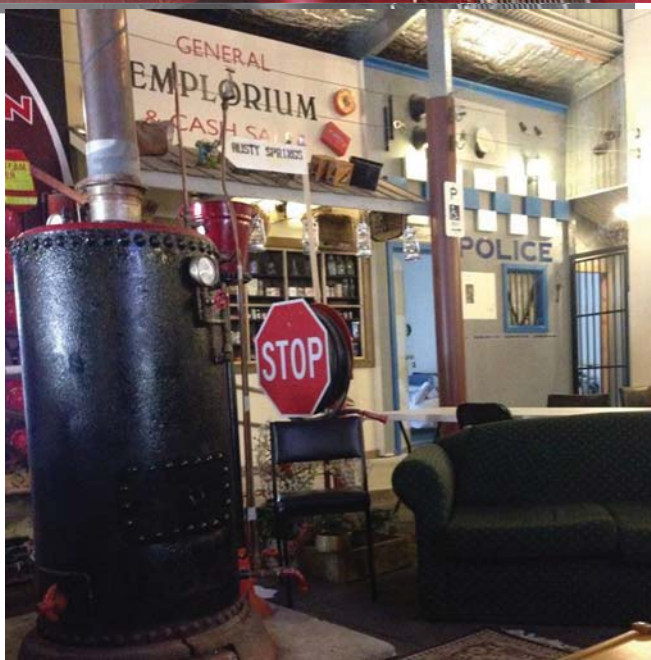
TIME: 10:30am

A-TRACTIONS

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. Now Spring has sprung what could be more pleasant than a mid morning drive to Rosebud. Clearly any interesting car is welcome, the more unusual the better. on the Mornington Peninsula.

Past Events



RUSTY SPRINGS REPORT

: TED CROSS

This year we added a fresh event into the already jam-packed CCOCA social calendar.

Lee and Graeme Dennes were prompted by Rob and Libby Little to run a weekend event to Avenel in northern Victoria. The location was a great destination and is publicised as a Bed and breakfast with a difference. So “Rusty Springs” became our destination.

Our accommodation was set up in a central barn-like building and included up to 14 individual rooms; each one named with different themes and we also had a central meeting area under the same roof. It is very well suited to a car club meeting and we enjoyed ourselves so much that Robin and Suzanne Smith have agreed to run an event to the same location next year. So if you missed out in 2015 there will be a repeat in 2016.

We all arrived at various

times on Friday evening and most of us decided to select take away pizza from the local shop in town. This is a vibrant business run by a young owner and they relented and allowed us to choose from a takeaway menu despite being fully booked out in advance. Their gourmet pizzas were very satisfying indeed.

There was alcohol involved and music and singing although some of the crew resisted the temptation to air their vocal cords most people joined in. We continued to enjoy ourselves for the entire weekend and the weather was good to us. Many took a run on Saturday to Violet town to a market and another one in Avenel on Sunday. Helen and I met some local family members at the local winery for breakfast but missed Violet town as a result.

We all made our way home after the Sunday market and had a very enjoyable trip home.

Ted Cross

DS/ID DIAMOND JUBILEE RUN

This is the second event organized by Brian and Esther Wade. The first one was in 2005 and we have participated in both. This year Bruce and Beverly Stringer joined the Wades to run the event and CCOCA supported both events. But the organizers deserve all the praise. We joined the event at the agreed meeting place in Rutherglen on the Friday evening. This was held at the local Victoria Hotel and our hosts only took over the Hotel that morning. They did a great job with catering and we had a great night meeting fellow travellers from Queensland, NSW, Victoria, Tasmania, New Zealand, and France. At these events if you start on a high the event usually continues as the benchmark has been set – this event was no exception. The next few days saw us travel through some of Victoria's best scenery. The pace was gentle and the roads were great for ID/Ds model cars and the weather was warm and getting hotter.

Some of the highlights along the way included morning tea with the Chiltern local car club, the drive from Myrtleford to Bright where we had a great spit roast dinner. Bruce and Beverly's DS sadly died here and it was taken back home and replaced with their modern C5 for the rest of the event. (local temperatures were in the low 30's – not great for the D's).

A highlight was the next step from Bright across Mount Hotham (snow on the top and great views), down the Alpine Highway and emerging at the sea at Lakes Entrance. This day was full of contrasts and was enjoyed by our French travellers – who were guests of Tom and Helen Campbell and used Tom's beautiful black DS23IE Pallas. The meals were good and getting better. Top marks for the organizers. This southern coastal area between Victoria and NSW is a great area to visit and is quiet isolated and self-sufficient. Eden is the next major centre and we enjoyed a break there. Some lucky



members of the group went Whale watching on our rest day. We picked up fresh oysters on the drive from Eden to Bateman's Bay and the weather returned to hot (there was another meeting with the local car club when we were in Eden). The Citroëns were at their best around these swooping hills and valleys and maintained a quick pace. There were a few more minor mechanical problems but generally speaking they all performed remarkable well for a car designed and built 60 years ago and kept up with modern traffic. Nearing the end of our

adventure we then moved towards Shoal Haven Heads. This part of the trip was new to me and the drive through Kangaroo Valley was spectacular. Again very hot and our DS was running too hot for comfort so I was nursing it on to the High Tea that was waiting for us at the Centennial Vinyard Restaurant in Bowral. I fell in love with this whole area and must return for a better look one day. No wonder it is a popular area for R and R. We finished the run with a car display at Moss Vale and several more day trippers visited us from the NSW

Citroen Club and a few more local CCOCA members – and our display was widely visited by the local at the annual big Truck display that we were invited to join. The best thing about the trip was that several new DS's came out of hibernation and several cars were bought for the trip. Most cars were thoroughly prepared and enjoyed and there was a wide spread of most ID/DS models. The overall standard of the cars was very high and a real

credit to all of the owners. I am proud of our CCOCA members who arranged and/or supported the event. Involving Citroen owners from around Australia was a benefit to all participants and something I would like to see done again.

The friendships and camaraderie that are displayed at these events is priceless. We are looking forward to the 70th event.

**Ted and Helen Cross
(CCOCA)**





FRENCH CAR FESTIVAL

Despite the poor weather forecasts there was a wonderful turnout of cars and mopeds at Como Park this year, not a lot that have never been

make economic sense when your gone but if it reminds you of a sixties Porsche you regretted selling good luck to you.

The fine display of Mopeds reminded me of trawling deep in the CCOCA website, which answered my curiosity about what people did with mopeds. There are some excellent videos showing moped following moped, repairing a cranky moped etc etc. The custom D ute complete with slide out toolbox (below) was a wonderful example of the things they do in Europe where some of our classics are much more plentiful. There were comments about needing a bigger venue next year, this seemed to stem from late comers searching through the crowd for a place Russell.



MOTORCLASSICA

A good display of tractions and 2CV's from CCOCA, the CCCV had been there the day before with later cars and it may have been better with a mixture of cars on both days. There were some grumbles about the number of shiny almost new and very expensive supercars that dealers had on display for sale. The reality is that the show has to turn a profit if it is going to be there next year, and if you don't like

them you can just walk past them. So what stood out? John Fains unrestored (barn find?) motorcycle and side-car outfit, also the number of MV Agusta motorcycles celebrating an anniversary, I had no idea there were that many MV Agusta's in Melbourne. Finally the Amphicar a recent American import and the Peel 50. So what is the appeal of the Peel? it is on record as the shortest multiple seat car ever made (50CC ENGINE).

Russell.



PAST EVENTS

seen before but enough to make it interesting. The Citroën range was as varied as could be hoped for ranging from the A type to the latest C4 Picasso together with a few rarities, when did you last see an AX GT? I am still waiting to see some of the last rear drives from the early thirties just before the traction. One or two were heard making negative comments about the BLOOD ORANGE Delage in the foreground but if it is your car then the choice is yours, it may not



HAPPY OUTCOME

Following the passing of Bernie Hadaway, John Faines long term interest in Bernies traction finally reached it's conclusion when Clair sold the traction to him. So what is the significance of this car? It was quite possibly the last unrestored traction (I believe it was repainted early in it's life) in long term ownership. When bought by Bernie it was only a couple of years old and after 58 years of ownership it held many memories for the Hadaway family, being their first car, Clair learnt to drive in it as did the 3 Hadaway children. The fact that John only needed new pedal rubbers to obtain a RWC says it all regarding Bernie's care

and long term devotion to the car. So what would I know about the car? Well, before the current RWC requirement came in, I would, when doing a safety check on members cars, ask to be driven around the block (the long way) and it was very interesting how different the cars felt, even some freshly restored cars had a loose slightly rattly feeling about them, but Bernie's car felt tight and original ie nothing had been let go or neglected to the point where recovery was difficult. Finally one of the virtues of this car is as a reference point as to HOW IT SHOULD LOOK for anyone restoring a similar car. The photos say it all, Clair with her children and grandchildren and the last and next owner.

Russell.

FOLLIES FOLLIES FOLLIES

This tale starts with a photo of self circa 47/48 driving the HOLDEN UTE, my first car.. My mother gave it away when we grew out of it, years later (about 20) I was able to buy it back the intention being to restore it for my kids to use. Unfortunately I am beginning to wonder if the grandkids will outgrow it before it is restored.

Holden Ute? I hear you thinking, only recently did I learn that after the war that GMH in an effort to keep some of its wartime employees occupied then set about making domestic items including kids pedal cars in two versions, a ute (as above) and a car version that curved up at the back in the shape of a mock boot lid.

So where did the interest in Citroens come from? around

FLEETING FOLLIES

1958/9 I had a spare moment in the school library and in an old National Geographic read the story of Jacques Cornet and Henri Lochon and the book they wrote called 2 HOMMES, 2CV, 2 Contients. about their 1953 trip of 52,000 km over 367 days in their 2CV named CUBITUS. They took the alltime record for a vehicle (previously held by a T model Ford) by reaching 5420 metres on Mont Chacaltaya in Bolivie. To achieve this feat they had to reduce the weight of the car by removing the doors, mudguards, spare seats etc, an impressive story for a teenager. Naturally my first Citroen was a 2CV, the car Roger Brundle is transforming.

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**CARS 3 TRUCKS 21
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I am sure you all know COMMONWEALTH MOTORS of aBeckett St were the Citroen agents, but on seeing this newspaper scan from Roger Brundle I was a bit taken aback, the thought bubble was:-"crikey I have owned a few of those" no not a Family 9 but a couple of tractions, a couple of early 2CVs and a few ID/DS but never a Bristol or a Federal truck but yes a Trojan Diesel. Untill I saw that image about a month ago I had no idea who sold Trojans. Who were Trojan? an English company older than Citroen (1914), and if you thought Citroens were quirky then pre war Trojans took quirkiness to another level. Their utility car would simply be called archaic, function preceeded form and they continued to use solid tyres up until 1937. Their quirky

advertising promoted their running cost as cheaper than walking, creative accounting showing the running costs were less than the cost of having your shoes re-soled. After the war Trojan built light trucks, assembled Lamberetta scooters, Heinkel bubble cars, Elva cars and later McLaren racing cars and only ceased operating 2 years ago (2013).

I include a photo of an ID I owned cruising with the family on a club run, traction in pursuit. I am appealing for photos of Citroens in action even if they are on slides or negatives.. Finally after a serious illness, in the effort to clear the backlog of French Follies the next to go is the French Rapido Folding Caravan.

Russell



LEATHER

As car makers have elected to move cars upmarket (ie in a position where they make more profit) so leather has become much more common in the last two decades or so. This has been helped by cars becoming much more complicated so that the cost of leather is less significant in the final price.

TECH TORQUE: LEATHER

The problem is that the first one or two owners see no need to maintain the leather unless they intend to be long term owners.

The above problem leads to the next issue, the leather dries out, this happens very slowly like the new car smell, the smell of leather is the chemicals and naturel oils leaching out. The Japanese do not like the "leather smell" but as a rough rule of thumb with any other leather, if you cannot smell it, it needs feeding.

With newish leather say under ten years old in good condition, first vacuum the seats forcing the pleats apart

to remove any grit from the stitching area. The worst thing for the leather is bringing the kids or grandkids home from the beach with sand on their bums, the sand or grit with movement over time cuts into the leather between the stiches and it all falls apart.

Step 1. Clean with a fine mist of neutral Ph leather wash using a soft brush to clean dirt out of the grain, polish dry with a soft towel as soon as possible after wetting, minimise the wetting as much as possible by only working on a small area at any moment say a square foot at a time (MAXIMUM).

Step 2 Using one or two cotton balls rub on the hide food or leather balm without leaving any thick enough to be visible. Remember to do in the pleats as well, leave as long as possible preferably overnight then polish off with another soft clean towel or cloth.

How often should it be done? A light application every year is much better than a heavy dose every few years



and it stops the dirt becoming too ingrained. Sand and grit being the main problem, the next avoidable nasty is the sun, so if you drive to work a windscreen cover/shield or back of the car facing North. Note, you need to try and establish just what is leather, normally only the contact or wearing parts of the seats are leather, not the sides, front, back and under the headrests back although the squab pleats extend under the headrests. It does no harm to put the hide food on the vinyl but it will not soak in so is just wasted. Distressed or older leather with no splits can be saved with a fair bit of effort. If there is surface or cracks less than thirty percent deep then a much more disciplined approach needed. Using the special washing liquid use cotton balls or soft cloth just damp enough so that a gentle squeeze does not force washing liquid out of the cloth or cotton ball. Repeatedly wipe the surface until no discolouration appears on your cloth or

cotton ball, the aim is at all times to avoid getting water in any cracks. As the leather dries out it shrinks causing stitching to come apart and/or water weakened cracks to split. So if there are no splits, feeding (balm) every month (not wiping off excess) over 6 to 12 months should make the leather useable and soft enough to redo stitching that has come apart. If you can find a scrap seat the same colour, some trimmers can replace panels providing the leather is soft. There are people who redo furniture leather who might be able to help recolouring while shoe repairers sell spray cans to recolour your shoes that only give a good colour match with black. There are about 3 different brands of leather cleaner and balm so just follow their instructions.

Finally, do not use shoe polish, it just produces a shiny patch and contains very little pigment to aid recolouring. Russell.

NB The same rules apply to your leather lounge or jackets except they don't deteriorate as quickly.



The beginning of hydraulics, a 6H sags under pressure (centre)



What could possibly prompt such a statement? well the answer comes with the suspected demise of that most Citroën of all technicalities, yes the hydraulic suspension, produced for 61 of Citroëns 96 year existence. I will use the term “hydraulic” for simplicity although some may suggest there is a better word to describe the suspension system.

Suspected demise? well stories and rumours abound that this year is the end of hydraulics and the first time they have not been denied by Citroën (PSA). Production figures for the C5 the last remaining hydraulic, that I have seen for the last year vary from 5000 to 10,000 either might be correct depending on whether the question is, how many C5s were made

or how many hydraulic C5s were made? Apparently only about half C5 production is hydraulic the rest being steel sprung.

Despite all the gnashing of teeth, spilling of cognac and petitions the buyers have voted with their wallets. So let's turn to 2001 the XM had gone and the C5 was starting to gain acceptance, but the mainstream was the Xsara 478,400 produced followed by the Saxo 242,800 produced. This 478,400 Xsaras was the highest annual production of any Citroën ever and unlikely to be challenged because of the diversity of models available at the moment. By comparison the Xsara's smaller cousin Peugeot 206 needed a much larger door on the factory selling 820,100 making it the



third best selling car world-wide behind the Golf and the Corolla and the best selling car in Europe. Mind you the Ford F150 pickup sold over a million but is not regarded as a car. The Xsara continued on in Europe long after we saw the last one, as the Xsara Picasso looking like a 5 seat

Renault Scenic of 2001. So there you have it ,no matter what you are making the best one is the one that has the highest sales.

Above C5 last of the hydraulics? .Below you always knew it was the best Citroen. Russell.



citroen.com.au



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We chose Echuca for CITIN '16 for a number of reasons. Climate is always an important consideration and in March the days in the Echuca area should be warm and sunny ~ the nights

Echuca, and Moama, its twin town on the opposite bank of the Murray, is the home of paddle-steaming in Australia.

Echuca's historic port precinct will be a real focus for Citroën in 2016.

CCOCA will welcome you from Friday

however could be chilly. Echuca is also blessed with a range of attractions that should appeal to almost everyone who joins us: not least of which is the Murray River, the lifeblood of so much of south eastern Australia. In fact, one of the most difficult tasks in arranging CITIN '16 was determining what we would not be able to fit in!

Of course, all the essential CITIN components will be there ~ Club shops will display their wares, for the enthusiastic there will be an Observation Run, you will be able to catch up on all the news from other Citroënists around the nation...

WELCOME TO ECHUCA

afternoon. Registration will be at the Mecure Motel from 3pm. Finger food will be served from 6pm. Refreshments [to your account] will be available.

Line up your car at the Port of Echuca on Saturday morning and then you might like to start your river experience with a visit to Echuca's Farmers' Market. Here you can tempt your taste-buds with local high quality produce including pork pies, organic lamb and pork, gourmet sausages, hand reared quality meats, salamis, olives, olive oil, cheese, tomatoes, oranges and mandarins... the list goes on.

Clearly, no visit to Echuca is complete without a ride on a

paddle steamer and we will take a steamer downstream to dinner on Saturday.

But Echuca is more than just paddle steamers. The area is noted for its wine production ~ with over 80 hectares under vines ~ and is home to over a dozen wineries. One of these is on the list for Our Saturday night dinner at Morrisons Riverview Estate, justly proud of its location: every seat boasts a river view.

With free time available on Saturday afternoon you might like to join a walking tour of central Echuca. Or what about a visit to Echuca's Holden Museum?

On Sunday we head to the Moora Working Draught Horse Muster. You can see these Gentle Giants ploughing, harrowing, scarifying and pulling wagons. There will be working displays of the hay sweep and grab and you might even like to drive a Clydie [under supervision]. Or join the Tug of War: children, ladies and men against a Clydie. Only the ladies have ever beaten the Clydie!

Grab a bite to eat while you are here. We plan to be back in Echuca late in the afternoon. So, you will have time to sit back and enjoy the ambience of one of Echuca's wine bars. Experience excellent service while in the great company of other Citroënists. Baked goodies from one of the town's bakeries are sure to impress, if you should be suffering hunger pangs.

On Sunday evening we cross the Murray to the Moama Bowling Club for the most formal event of the weekend ~ a full three-course dinner, with dancing afterwards. Dress to impress.

Monday morning we will gather for a full breakfast, with a hot and cold buffet served poolside at the Mercure Motel.

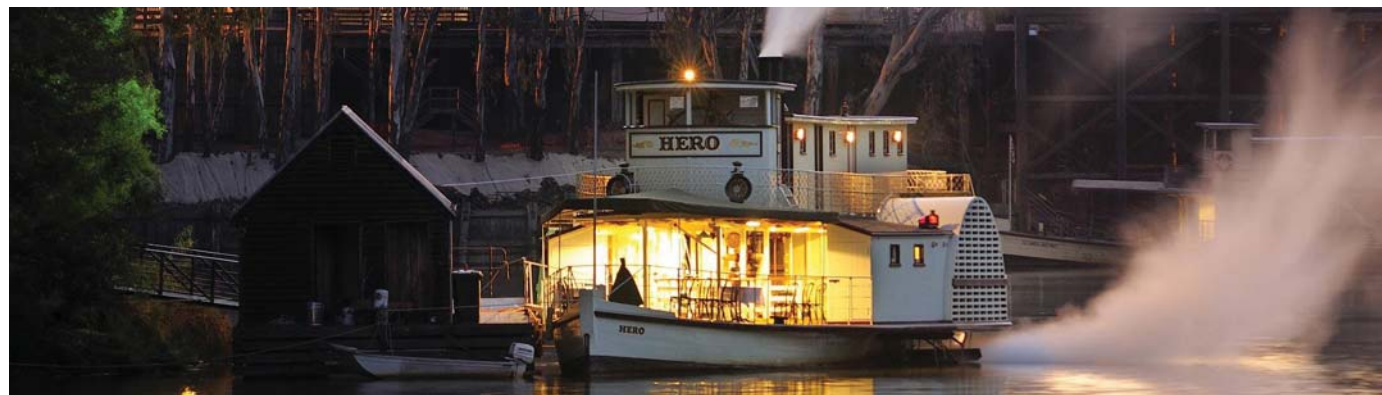
BOOKING FEES

Booking fees are on a sliding scale, which means the sooner you book, the lower the costs.

Book by 1 Dec 2014: \$225pp
Between 2 Dec & 31 Jan: \$240pp
Between 1 Feb & 7 Mar: \$255pp
Children 5-12 yrs \$65 (no discount) Under 5 yrs free

No trip to the Murray would be complete without a trip on a paddle-steamer. CitIn attendees will not be disappointed. Echuca is also home to the National Holden Museum ~ there is time to visit during the event.

CCOCA's CitIn 2016



REFUND POLICY
to February 19 will receive a refund of \$175 per person. Unfortunately, cancellations received after February 19 will not receive any refund.

Any refund, over and above these amounts

com/accommodation
SUGGESTION 1
Mercure ~ Port of Echuca
465 High St., Echuca
☎ [03] 5482 5666
✉ info@mpoe.com.au
mercure.com/gb/hotel-
9177-mercure-port-of-
echuca/index.shtml

CCOCA's CITIn 2016

will be at the organiser's discretion.

SOME ACCOMMODATION OPTIONS

Easter is a very busy time on the Murray so we strongly recommend that you book your accommodation as soon as you make your mind up to join ccoca for CITIn '16. The two motels below are our first suggestions, but Echuca/Moama benefits from a wide range of accommodation. at a wide range of prices.

You might want to check out the Echuca Moama website for a wide range of options, from Bed and Breakfast to Houseboats and everything in between.

✉ <http://www.echucamoama.com>

The Mercure is our 'base' for the weekend and has rooms available for us for \$155 per night. Rooms are being held for us, so be sure to mention that you are with the Citroën Club when you book.

SUGGESTION 2
Comfort Inn Settlement
405 High St., Echuca
☎ [03] 5482 4777
✉ mail@settlementmotorinn.com

settlementmotorinn.com/
Rooms are being held for us only until February 7, 2016 and prices range from \$145 to \$220 per night.



WANTED

Double helical crown wheel and pinion to suit 1923 B2 Citroën rear axle. Good used or new old stock preferred. Ratio of pinion 10 crown wheel 44.10 to 44. Phone or email Craig Little 0433816934 or cnlittle13@hotmail.com.

Michelin X tyre in good condition as a spare for a 1955 Light 15. Details negotiable. Warwick Spinaze . Tootgarook.

0407016719

FOR SALE

1953 Big 6

Well kept and in excellent condition. Registered until 9 October 2015. QLD Club Plate: S 21465. Odometer reading 53,581 miles. Price \$33,000. Contact: Daphne O'Brien [07] 4939 4754. [39/04]

1949 Small Boot Light 15

Club Reg: IDAV757. My fully restored Traction is up for sale to create space for a new project. I fully restored this Traction several years ago now and it has only had occasional use since. Fully restored mechanically and with new paint [light green] and full leather interior [dark green] new carpets. All chrome replated and comes with near new Michelin tyres and four Pilote wheels. The number 75 on the side door was a temporary decoration and has been removed. Nothing more to spend on this Traction. For sale for \$18500 which is below what I spent to restore it. Contact: John Freeman, Perth [08] 9354 3938. [39/03]

CITROËN Xsara 2001

2 Litre (100kw) auto 4 door sedan 126000 Km Timing belt done Dark Grey metallic, small ding to LHR door, NEW Citroën marked mag wheels with the old,, fair tyres fitted (original steel wheels in the boot). Every thing works with good air con, paint polished through on the roof, both keys, dual airbags and ABS.

Vin VF7N1RFNN73164386, No Reg or RWC

Selling for the price of the wheels with the car thrown in for no extra charge \$ 650

Russell Wade 95703486

(39/04)

1977 Citroën CX 2400 Pallas

Chassis No IMJ4444, Manual, Carby, last reg 2001

Bodywork and interior poor, car drives, manual fuel pump faulty.

Mileage unknown, soeodo changed. Sold as is No reg or RWC

\$850 or ONO James 03 53891725 or 0439411004

See Website for photos.

(39/04)

