

FRONT DRIVE

Australia's National Magazine
For Citroën Owners And Enthusiasts



HY, I had my 70th Birthday this year



HY Van Special issue

MAY/JUNE 2017 Vol 41 No 2

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is, PO Box 52, Balwyn, Victoria, 3103.

The Club's website is,
www.citroenclassic.org.au

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

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

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

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

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 7.30 pm. 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 Monday July 17

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COVER IMAGE

Pizza H Wagon at Geelong Speed Trials 2014. Thanks to Bruce Stringer for the photo.

This issue celebrates 70 years since the HY van was announced to the public.

COMMITTEE

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CLUB PERMITS

Club Permit applications to Vicroads must be accompanied by a RWC (pre 1949 cars can be inspected by a club safety officer), ownership validation and Vicroads forms endorsed by the club including financial validation.

New Permit holders must supply the club with approved photos, club permit number and expiry date.

Club permit renewals can be sent to PO Box 52 Balwyn, Victoria. 3103 with a stamped return envelope or signed at club meetings/events if the appropriate officers are present.

SUPPORT

AOMC Ted Cross Russell Wade	LIASON OFFICER [03] 9819 2208 [H] [03] 9570 3486 [H]
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FOR SPARE PARTS & TOOLS Contact Lance Wearne (07) 3351 8327(H) spareparts@citroenclassic.org.au (If you phone, please do so at a reasonable hour).

CLUB SHOP clubshop@citroenclassic.org.au For Citroën models, memorabilia and other items.	Kay & Robert Belcourt.
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OTHER CLUBS.	
Vic.	www.citroenclubvic.org.au
NSW	www.citroencarclub.org.au
QLD.	www.citroenclubqld.org
SA.	http://clubcitroensa.com
WA.	www.citroenwa.com
Tas.	www.citroentas.org

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
Brian Wade	2017
Sue Bryant	2017

ED SED



Last issue, because of the extra pages (thickness) there was a glitch that resulted in some of the inner pages being trimmed too close to the edge. In this issue some images may not seem centred correctly, this is to allow some spare paper for trimming on the outer edge.

The Club still craves a President which is not a very onerous job, and you can rest easy as in the first decade or two of the Club the position of President carried the Poisoned Chalice of being followed by divorce. Some might have seen that as an advantage but most of us seem to have grown up now.

In this issue there is a profile of our newest committee member Robyn Barlow who is a most welcome addition to the team,



In the last edition the photos of the Classic Showcase taken at Flemington were enhanced by the rain (shining wet cars), unfortunately my notes on the photos were sodden and so I mislabeled this green car on the left as a Lea Francis when in fact it was a Lagonda, at least I had the "L" right.

Over the next two years of my keeping the Editor's seat warm until a another Editor comes along after the 100 anniversary issue of "Citroën cars" in June/July 2019 there will be a number of special issues marking milestones in the history of the club or the cars. I will give warning of these special issues so any contributions will be welcome. Next will be Dyane 50th birthday in the Sept/Oct 2017 issue. I had been intending a 2CV issue but that has been put off until Sept/Oct 2018 to mark the unveiling of the 2CV at the October 1948 Paris Motor Show.



As we all plug away at the twenty first century some may see a clash between this magazine/newsletter and the web site with the duplication of information. Bruce and I see them as serving the same end but in different ways, the web giving the quick fix (providing information and advertisements quickly) while the magazine is keeping news, information and gossip for posterity, yes I know the web will be around in some form in 100 years.

I cannot get to all events and have the photo images that I would like, so there are some images in this issue that could be better, partly why many are so small.



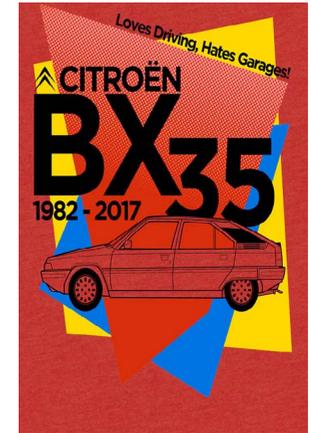
As you get older or when you are young birthdays seem more important than in your middle years, and so it is with the Citroën BX turning 35 this year and partly as it is outside the remit of

this Club/Magazine I mention it in passing to give BX owners an excuse for a nosh up.

I did not have time to source a better copy of the cross stitch pattern but felt it just had to go in this issue.

Also, in this issue I have persuaded our two newest life members, Sue Bryant and Brian Wade to write their versions of their life with the Club and Citroëns rather than have them be embarrassed by others dredging up gossip and anecdotes about them.

Russell Wade. Editor.



VALE Nance Clarke

Nance Clarke has passed away aged 99 years. I last saw Nance a couple of years ago, still very sprightly and with it. The wife of Arthur Clark, first life member of CCOCA inducted in 1984 and long time CCCV and CCOCA member. Participating in many early CCOCA events, a very colourful couple and great friends. Arthur and Nance bought a new Australian built ID19 in 1964 (reg JBL 109) which was their main car.

Later they bought a fully restored Big boot 1954 Slough Light Fifteen (KSE...) from the late Roger Brundle, so Arthur could restore his 1948 Slough Light Fifteen (HN 727) that he also bought new. Nance continued driving the ID19 for a number of years after Arthur's passing until it became too much.

David Gries.



JULY-DECEMBER 2017 ACTIVITIES

JULY

Tuesday	4	Chit Chat Tuesday	McCrae	10.30am
Sunday	16	Bastille Day	Yea	
Monday	17	Committee Meeting		7.00pm
Wednesday	26	Movie Night	Yarraville	
Thursday	27	Boy's Day out	Ocean Grove	10.30am

AUGUST

Tuesday	1	Chit Chat Tuesday	McCrae	10.30am
Monday	14	Committee Meeting		7.00am
Sunday	20	Visit to Geelong		
Wednesday	23	General Meeting	Camberwell	7.30pm
		Russell Wade 40 Years of the AOMC		
Thursday	24	Boy's Day Out	Ocean Grove	10.30am

SEPTEMBER

Tuesday	5	Chit Chat Tuesday	McCrae	10.30am
Monday	18	Committee Meeting		7.00pm
Sunday	24	CCOCA/CCCV	Concours	
Wednesday	27	General Meeting	Camberwell	7.30pm
		Geoff Webber		
		The History of the DS in Australia		
Thursday	28	Boy's Day Out	Ocean Grove	10.30am

JULY-DECEMBER 2017 ACTIVITIES

OCTOBER

Sunday	1	French Car Festival	Balwyn	
Tuesday	3	Chit Chat Tuesday	McCrae	10.30am
Fri - Sun	13-15	Motorclassica	Exhibition Building	
Monday	16	Committee Meeting		7.00pm
Wednesday	25	General Meeting	Camberwell	7.30pm
Thursday	26	Boy's Day Out	Ocean Grove	11.00am
Sunday	29	BBQ @ Rini & Barb Zysvelt's	Eaglehawk	

NOVEMBER

Tuesday	7	Chit Chat Tuesday	McCrae	10.30am
Monday	13	Committee Meeting		7.00pm
Wednesday	22	General Meeting	Camberwell	7.30pm
Tuesday	23	Boy's Day Out	Ocean Grove	10.30am
Sunday	26	Rob Roy Historical Hill Climb	Xmas Hills	

DECEMBER

Tuesday	5	Chit Chat Tuesday	McCrae	10.30am
Sunday	10	Christmas BBQ		
Thursday	21	Boy's Day Out	Ocean Grove	10.30am

MONTH – JULY

EVENT: CCOCA/CCCV BASTILLE DAY LUNCHEON 2017

Organised by Rob Little



A very Napoleonic Bob King – 2004

WHEN: Sunday July 16
WHERE: Beaufort Manor 111 High St., Yea. Victoria
TIME: 12.00pm – 4.00pm
COST: \$35.00 per head for 2 courses. Drinks at bar prices
RSVP: Friday 7 July
CONTACT: Rob Little roblit@inet.net.au 03 58231397
DRESS CODE: French dress de rigueur
WEBSITE: www.beaufortmanor.com.au

Come prepared for an exceptionally great time.
Volunteers for acts and entertainment gratefully accepted.

MENU

Mains

Crusty French style bread board with butter
Coq Au Vin (chicken cooked in lots of wine)
Slow roast leg of lamb with red wine jus
Rosemary roasted baby potatoes with selection of roasted pumpkin, baby beets, Dutch carrots, sweet potato, parsnip & steamed greens

Dessert

Trio of mini desserts for all - Lemon meringue tarts, coffee eclairs filled with cream patisserie and chocolate mousse shots

Geelong Sunday 20th August

10 am. Meet at Geelong Vintage Market, 3 Mackey St. North Geelong.

Coffee at Pickers Union or the Federal while perusing a vast Vintage Market in converted woollen mills.



Next stop visit the Geelong Maritime Museum. Osbourne House. Australia's first Naval College and first permanent Submarine Base.



Lunch will be at one of the two breweries Little Creatures or White Rabbit in converted Woollen Mills on the banks of the Barwon River. There will also be a short 20 min tour of the White Rabbit.



Time permitting visit Wool Museum with its tempting shop and coffee at Lamby's Restaurant with a walk along the water front with its many attractions or see a Big6H awaiting restoration at Bruce's shed.

RSVP. Monday 14th August.

Contact. Bruce Stringer. E-mail: bwstring@smartchat.net.au Mb. 0412 342 706

CHIT CHAT TUESDAY

Chit-chat Tuesday continues the first Tuesday of every month at the Blue Bay Café, McCrae opposite the lighthouse from 10.30 am onwards. This is a low-key "DIY" event for like-minded Citroen owners to meet and chat.

Contact: Warwick Spinaze 0407 016 719

MONTH ONGOING

- EVENT:** BOY'S DAY OUT
WHEN: The fourth Thursday each month and the third Thursday in December.
TIME: 10.30 am for 11.30 departure.
Leaving from 1/29 Everist Rd, Ocean Grove Industrial Estate
WHERE: Portarlington Golf Club
COST: Lunch is \$10-\$12, plus drinks
BOOKINGS: Not Essential
BRING: An interesting car
CONTACT: Mike Killingsworth 0417 552 446



The "Boy's Day Out" is designed for blokes to get together and talk about cars or anything else to their heart's content. We meet at Mike's shed and embark on a short drive around the Bellarine, stopping on the grass at Portarlington for a chat before proceeding to the Golf Club for lunch. There we have a private room and conduct a raffle (tickets are free) for a magnum of wine and maybe a dinner voucher. After lunch everyone is free to travel home at their leisure.

It's definitely designed for the boys rather than couples and the only other requirement is to bring an interesting car (we're not pedantic about that - just don't want a procession of SUVs!) We do get some interesting cars of all ages. The definition of interesting may be shape, age (very new or old), rarity, performance etc. Or maybe just an old Holden Statesman with a wardrobe tied to its roof!! Of course ANY Citroen is welcome!

Welcome to our new Committee Member, Robyn Barlow.

Robyn has provided us with the following information so we can all get to know her a little better.

I have had a colourful life, mixed with family, friends, travel and work.

As a child, I was lucky to be exposed to cars, boats and horse riding. My father was a motor mechanic by trade. He raced boats and that is why I took up speed water skiing for twenty years and loved it.



He imported a new car from the States every two years, Chevrolets, Buicks, Holdens, Jaguars and many more. With this influence my love for cars, trucks and boats of all types grew.

I attended Lowther Hall Girls Grammar School in Essendon, trained as a nurse, gaining post graduate certificates and travelled the world. I was a Miss Australia Quest entrant in 1981. It is so nice to give back to charity and I am currently involved with a Bali children's charity.



Throughout my life my daily drives started with a Hillman Super Minx, Datsun, Mitsubishi, Holden, Chevrolet, Corvette, Z28, Mercedes Benz-SLK, CLC, E, C, SL CLASSES. My current daily drive is in a BMW 220i convertible.

A great car.

My love for travel and European cars, led me to purchasing my 2CV, 'Daisy'. Once I saw her I fell in love with this quirky little car.

So, I joined CCOCA and have met some nice members and it is good to help with the Club when I can.



Thank-you to the Committee and hopefully we can keep the Club bright and shiny like our cars.

Compiled by Lee Dennes

CIT- IN 2017 TASMANIA

The annual pilgrimage to Cit-In set off from Crafers with a convoy of 4 South Australian cars. David and Suzy (Traction), John and Liz (2CV Stripey), Greg and Rose (2CV GREYC) and myself (Traction). Helen had decided not to come and was on a mission to finish off the 16 quilts for our daughter (don't ask!). Sadly, Frank and Mary (Traction) had to drop out at the last moment due to mechanical issues (both Frank and the Traction!). The Beswicks, Craig and Gail plus Malcolm and Christine Feder, were all due to meet us at various stages en route to Tasmania.

We had an easy run to the overnight stop at Halls Gap (more interesting than Horsham) to be greeted by a mob of kangaroos at the reception of Pinnacle Lodge. Great rooms with enough accommodation for a large family. A cool night, warmed by pizzas and red wine.

Day 2. A beautiful sunny start to the day. Morning tea stop in Beaufort to sample the excellent Lamb and Rosemary pies at the bakery. An easy run into Melbourne via West Gate Bridge, but a challenge to find the ferry terminal with very limited signage. We arrived two hours early for the ferry, so Greg and I grabbed a cleansing ale in a pokies-only pub nearby. We weren't tempted by the pokies. Boarded with the others with a calm crossing in prospect. My cabin was most inviting, as was the buffet on board.

Day 3. Early arrival at Devonport with no real plan for the day. Cit-In Registration was not until the following day, so David, Suzy and I had a leisurely breakfast at the Rectory Café just outside the port. After a short discussion, we decided on a drive to Cradle Mountain, despite it being rather overcast. I set the sat nav for shortest and we were off. The route took us through some amazingly pretty countryside, via villages called Nowhere Else and Promised Land, on some future Targa rally stages to arrive invigorated at Cradle Mountain in perfect sunshine (a rarity apparently). A lovely walk around the visitor centre and then down to the lake to get a perfect reflection of Cradle Mountain. Back north via Ulverstone and the Penguin. The signage here really appealed to my sense of humour, then along the coast towards Wynyard for my overnight stop.

Unfortunately, a huge amount of roadkill everywhere on the country roads (wallabies mainly, but also wombat and echidna too). No foxes in Tasmania to clear up afterwards, and moving them off the road is an offence!

Day 4. Wynyard was most attractive on its estuary, in the bright morning sun on Good Friday. Only one coffee shop open, and I sat there alone but soon met up with several other friends who were also on their way to register.



As it was a short trip, I detoured via Fossil Bluff and Table Cape lighthouse then to Boat Harbour (excellent S&P squid) before heading towards Smithton to register. En route there was smoke from logging clearance which caused the afternoon clouds to turn orange giving a bizarre colour everywhere, especially over the sea, where the waves were orange but the

sky blue. Very pretty!

The Tall Timbers venue was excellent, with luxurious accommodation and welcoming staff. Registration was easy and the show bags most welcome, together with a box of best Tasmanian apples to sample. The evening gathering was great to catch up with all the other visitors

Day 5. Another fantastic sunny morning and an easy drive to Smithton to the Show and Shine on a magnificent park overlooking the ocean. A great collection of cars, many local visitors, perfect weather and temperature and good food – a perfect Cit In really! The drone photo shows everything from a new perspective. Afternoon drive to Marrawah. More classic Tassie driving roads – fast and curvaceous, just like the cars. The Tasmanian Club organised a great event. The evening entertainment included a quiz with different video extracts of Citroëns in action, which challenged most people, especially as most clips were new to everyone!

Day 6. Sunday morning Easter Service, with John Parsons leading in his usual enthusiastic manner. Followed by the Observation Run of 122km through the beautiful Tarkine Wilderness Forest. A heavy but brief downpour failed to dampen spirits. The packed lunch from the hotel was enjoyed in the forest with tea, coffee and cake (lots of cake) enjoyed by all. The Gala Dinner was a splendid affair. The hotel produced an amazing meal with local platters to start and salmon or steak as main. The prize giving was followed by Ken giving the presentation for Cit In 2018 in Dalby NSW. I won a cake in the raffle!

Day 7. After a fulsome farewell buffet breakfast, it was time for farewells to those departing back to the ferry. However, Grahame and Anne had organised the Post Cit-In Run, which started with a run via Table Cape Lighthouse onto Wynyard Motor Museum. The museum proved to be of exceptional quality. All owned by Francis Ransley, as a private collection, and



mainly veteran American cars, all restored to an exceptionally high standard. My interest was also taken by an electric car from 1903! It just

shows that there is nothing really new in modern car development. After lunch in the forest, and a tree fern trail walk, we had another wonderful drive to finish the day in Strachan.

Day 8. Choice of either a cruise from Strachan or the



Rack and Pinion steam railway from Queenstown. As I am not a huge fan of small boats, I chose the railway. A truly incredible experience up “impossible” gradients through stunning forests. Constructed to remove the huge amounts of copper from the area in Victorian times. Queenstown did not get road access until 1932, so the rail was the main highway in and out.

As the train finished early afternoon I decided to look around Queenstown. The Empire hotel (and its grand staircase) plus the Paragon theatre were delightful. I decided to pop into the town museum, as sometimes they can be more than they appear from outside. This was truly the case, as I was still there two hours later! An incredible collection of history and artefacts, with more in store and an extension planned to increase from the current 16 rooms they already have. Those who went on the cruise were equally impressed, so it looks like I will have to return to Strachan to sample that next time.



Day 9. Strachan to New Norfolk. A short stop in Queenstown, for those who had been on the cruise the previous day. Another town, another bakery, another pie! The next stop was Derwent Bridge to view “The Wall”. This is a simply unbelievable piece of wood carving, over 100 metres long and 4 metres tall. The detail and

expression just left me in awe of the talent that a craftsman (and now his son) can achieve. After “The Wall”, we departed on what was to become my



favourite drive of the whole trip. It was one of those perfect runs where everything comes together at once. The endless sweeping roads (yes, I know I keep going on about them), the Traction lapping up the corners, the scenery,

the vistas, the lack of traffic, the perfect sunny weather and the autumn colours just left me utterly content, but with a massive smile on my face when we got to New Norfolk.

Day 10. Another sunny day! Our first stop before Hobart itself, was at MONA (Museum of Old and New Art). Grahame had said we would either Love or Hate it. I loved it!!! I enjoy the quirky things in life and MONA just kept on giving. Every corner yielded a whole new art experience, which was hard to continue to appreciate after two hours, but as they are building a huge extension, I will have to go back again. As we were staying just beyond Hobart, I returned to the top of Mount Wellington, to refresh my memories of the simply spectacular views of the city from the top. Steep (11 km up in second gear) plus cool at the top but well worth it. The descent was rather quicker (but beware brake fade on a Traction!) and on to Cascade Brewery, arriving just in time for a tour. It’s fascinating just how much beer is required to be made on a daily basis. I’m an engineer and love looking around production facilities, especially when you get to sample the finished products. Eventually arrived at Seven Mile beach after a very good day!

Day 11. No real plans for the group today. Port Arthur was an option, but as I had already been a couple of years earlier I opted for a drive around the Huon Valley. Grahame was leading in his 2CV, but was solo, as Anne was with the other group, so he and I travelled in his 2CV. A great trip, with a visit to the Wooden Boat



School near Cygnet.

Again, seeing real craftsmen (and women) at work on something they are passionate about is most rewarding. More jaw dropping waterfront scenery, then a wallaby pie, before a short detour for Grahame to view a potential new project car (not a Citroën). Sadly, not all that he had hoped for, so Anne will be pleased! The evening started with a talk by Gerry Freed on his love of all things Citroën (and Panhard), with a real insight into Andre himself and the very latest on Citroën's financial fortunes under Peugeot.

Day 12. The morning began with a formation drive into Hobart (on Saturday morning) to line up on the lawns of Parliament House right next to the thriving Salamanca Market.



This gave everyone a couple of hours of very varied shopping and lunch opportunities, before departing before an easy run to catch the ferry to Bruny Island. This was a very short but enjoyable trip. \$33 per

car (free on the way back!) to arrive in another delightful area of Tasmania. The Island feels like a quite separate place compared to the mainland. Overall quite small (70 km long) with a narrow peninsular separating the two halves of the island. (Great lookout from the viewpoint). My expected accommodation had been camping, but a call to the caravan park produced a sixties caravan (with extension), which proved far more comfortable than my tent! The evening meal was at the next-door bowls club, who opened and catered specially for us. What a meal! The menu was familiar, but the quality and quantity was exceptional. One of the best steaks I have eaten, and wine at \$13 per bottle, plus an easy walk back, made for a very enjoyable evening



Day 13. A highlight was a 3-hour cruise into the Southern Ocean.

We were well advised to wrap up warmly and even with my 4 layers and a most attractive wind and rainproof outer, gloves and a hat, I was still getting very cool towards the end. Not surprising really, as the next land to the south is Antarctica. The cruise itself

showed off the magnificent, but normally inaccessible, coastal and off-shore islands. Rugged cliffs, blowholes, caves, seals in profusion, penguins and albatrosses were a constant source of delight. The weather was a mix of sun and showers, but we were rewarded with a glorious rainbow to guide us back to land. Despite my apprehension of small boats, I really enjoyed it!



The afternoon and evening had been kindly organised by Richard and Anna, who live on Bruny. They planned a very different style of event. Their property is around 200 hectares. After a short description by Richard of his wallaby abattoir (what a day job!), with an option tour of the preparation and hanging cool rooms, we set off up their dirt road to a ridge that offers outstanding views of both sides of the island at once. Timing was perfect as we approached sunset, and were all presented with a brilliant photo opportunity for the cars, against stunning scenery and skies. Just before sundown, we returned to Anna's studio. Richard has built this in the most idyllic location. Sheltered by the ridge, but set perfectly to capture the sunsets.



They had prepared a feast of local oysters, BBQ wallaby (of course) and bubbles, which were thoroughly enjoyed by all. Judging by the growing pile of oyster shells below their deck, I suspect that this was not the first time this has happened! The descent, at dusk, was followed by a magnificent dinner prepared in their huge kitchen. The Jugged Hare and rabbit casserole, were superb! The evening was rounded off with desserts and cheese around their fire pit, before we all set off in the dark to return to the camp. A necessarily slow journey, caused by a combination of twisty roads, old style headlamps, and kamikaze wallaby!

Day 14. A rather sad departure from Bruny after such a wonderful couple of days. The mood lifted as we stopped in Richmond. Initially at Pooley's Cellar door, then into the charming town for scallop pie! Then on to Bicheno, with more great driving roads. An early arrival allowed us to get provisions for the next two days. We caught up with Malcolm and Christine who have a permanent caravan on this site.

Day 15. ANZAC day started with steady rain. The dawn service was followed by a substantial breakfast in the RSL, with optional Gunfire Breakfast (rum and milk) – not for me! The rain eased and I set off to see Wineglass Bay. The walk to the lookout was strenuous but good exercise. Despite the weather, it was worth the climb up. Just me, a wallaby and around fifty Japanese tourists



to enjoy the view.

Day 16. Heading for Launceston, after a coastal drive up the east coast in some rain. Nice driving roads, however not as spectacular countryside, when compared to the west and south. I diverted to see Bay of Fires. In the rain, they lost their grandeur somewhat. Following Grahame's recommendations, I got onto another Targa stage and the smiles returned! The Caravan Park was on the west side of Launceston, so we had a drive through the city.

The farewell dinner was organised back in the city, and was a very enjoyable evening, with expressions of gratitude to Grahame and Anne for organising such a great event.

Day 17. After a frosty start, everyone headed to the car museum, which was again of a very high quality. Everyone stayed much longer than they had planned, but as we were catching the evening ferry, this was no problem. Everyone made their own separate ways from here.

I wanted to explore the west bank of the Tamar River, so set off just following the minor coastal roads, via Beauty Point, to get Greens Beach. Another glorious sunny day, leisurely driving, Sea Horse World, fish and chips



and time to take it all in. Brilliant! The last part of the drive was to Devonport, but the final treat of the day was via more wonderful country roads. More smiles! A couple of hours in Devonport produced a very interesting antique shop, with a fair

amount of taxidermy (so, of course, a present for Helen!). Despite getting to the dock well after everyone else, I got sent to the head of the line and was first onto the ferry! A smooth crossing, with good food and company, which had been so good throughout the trip.



Day 18. A 6.30 am start into Melbourne traffic. OK, once I had got over the Westgate Bridge I had decided to drive back to Adelaide in one day, so a quick breakfast pie stop in Beaufort, fuel in Horsham, lunch at Bordertown, and fuel at

Tailem Bend. The Traction went beautifully all the way. 100 kph in Victoria and 110 kph in SA. More smiles! I got to Aldgate at 3.30pm tired but very pleased to see Helen. Overall a fantastic trip. Almost 4,000 km, with a great group of people in a fabulous location. I am very taken with Tasmania as a destination, and look forward to returning, with Helen, soon. Fly-drive next time, but those roads....☺

Written by Loui Burke CCSA

LUNCH ON THE PENINSULA



Sundays Car Club run to the Smiths at Sorrento 28-5-17

This event was a popular inclusion to the CCOCA Calendar of events for us as we regularly enjoy a visit to Robin and Susanne Smith to their home in Sorrento.

The weather forecast was a bit grim but Sunday morning was fine and cool with just a hint of precipitation in Sorrento. We helped the Smiths get ready and Robin went to the Ferry to pick up the Stringers (Bev and Bruce) and the Killingsworths (Mike and Jennie) who decided to come by ferry instead of taking the long drive around the bay.

Soon after more guests arrived by car. Graeme and Lee, Peter and Carmel, Mike and Julie and Sylvio and Margaret. I counted 16 people all together. CCOCA had some spare wine which was donated to the cause.

Robin showed his fleet of Citroëns and we were delighted to share two specially prepared cakes. We finished the afternoon in time for the band of "Faires" or should that be the "Ferry's" to make the 5.00 pm voyage. This was a thoroughly enjoyable short break away.

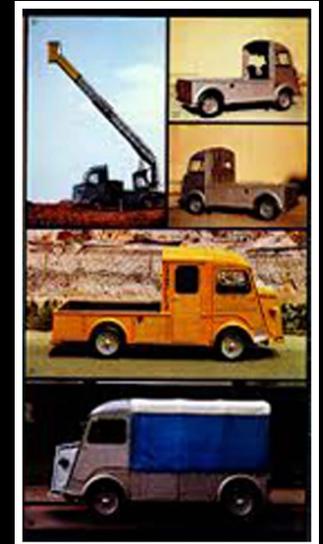
Many thanks to Robin and Susanne Smith and everyone who attended.

TED CROSS.



CITROËN TUB to H VAN

H VAN ADVERTISING



Above. The livestock/horse transporter with smooth boards inside, air vents at the top and drop down tail-board/loading ramp.

Right. The tray body with low sides to preserve strength, the double cab being the rarest version of the H van.

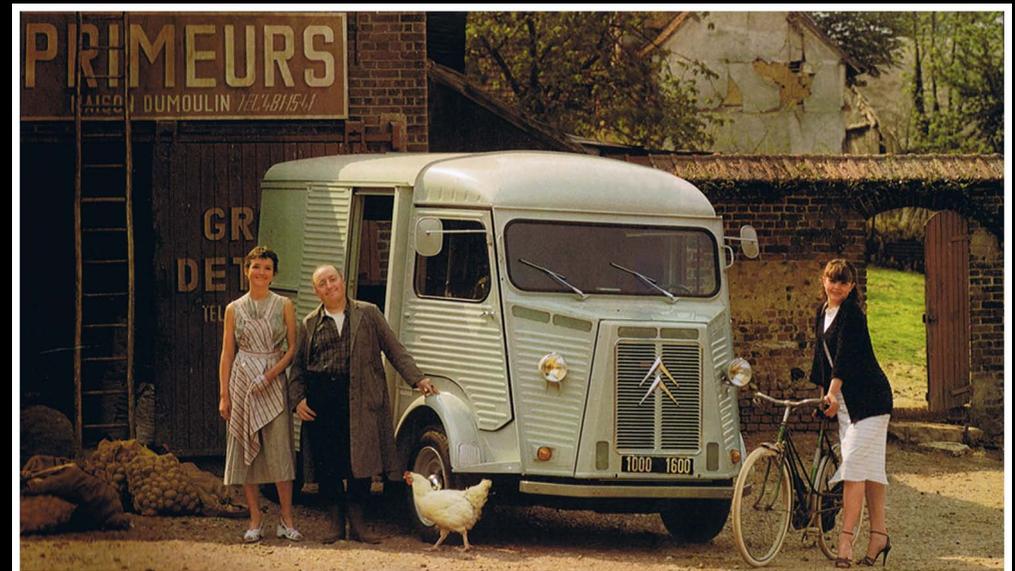
Below. Small business people, daughter showing her new heels and not yet old enough for a Moped.

PRIMEURS means first or first fruit and veg for the season.

Note in the two advertisements on the left the mention of Traction Avant, both the HY van and its predecessor the TUB van (upper two) used the Traction Avant oily bits (reversed) to achieve the low floor height.

Note the roof of the blue TUB van, not a stylish Vinyl roof but canvas stretched over a wooden framed body with sheetmetal tacked on the outside with an old school chassis supporting the whole lot. The HY van used the newish integral (chassisless) construction pioneered in the car we refer to as the Traction Avant (L15).

The interior view shows seats that would be familiar to any owner of an early 2CV and the instrument cluster is familiar as a Traction or ID item, depending on year of manufacture.





ODDITIES



A challenge to come up with some ODD versions of an ODD van but the above van simply telescopes to transform this stall/shop to a dual axle van, some versions will split in two allowing the front half to be driven away.



Below centre, 4 pictures tell a thousand words, how would you describe this Street Seat in San Francisco?

Lower left, front half on site, testing the parking rules?

Lower right, a non factory tandem axle conversion (non telescoping).



ATMOSPHERIC FRENCH IMAGES

An atmospheric French village "H van" scene (above) with a very rotund butcher or baker in the van and the ladies sharing the latest gossip, note their footwear, the early 2CV (without the third side window), the tatty state of the buildings and road and not a plastic bag in sight.

For all of you tractor aficionado's, I am willing to be corrected but I think it is a Czech built Zetor 2011, note the wide flat mudguards with the frame to stop the passenger from sliding off. A very common feature of European tractors in the fifties and sixties.



Left is a low bed H van signwritten as SERVICE CITROËN doing what it was designed for, the front drive allowing the low floor height and it appears to have the right hand side and roof intact to retain some structural integrity with the left side removed to allow access to the drivers door of the vehicle on the back.

FOWARD LOOKING

OR MAKING THE OLD LOOK NEW



A few stylists in France after looking at some American magazines concluded the H van stylists had been taking Ugly pills and they could do better, ie move the "H" styling into the late fifties/sixties. The SEV Marchal version upper right, is festooned with the companies lights and air horns while below an Ambulance is following Le Tour. Note, the Ambulance service in France is privately owned and so in this case is taking sponsorship from Aspro, and they all retain suicide front doors.

Thanks to the Citroënian for the upper right and lower images.



H VAN OPPOSITION



What could the opposition offer to outdo the style of the H van? Shown on the right is the Renault Goellette and middle right is the Peugeot D4 also sold as the Chenard Walcker 1500. Both of these are shown in Mini Bus versions, a version not offered on the H van, and both were old style rear drive chassis designs with Coach-built wooden framed bodies with sheet metal tacked on (hence all have waist level cover strips). Meanwhile Renault got the jump on the others by introducing a new slightly smaller van in 1959 called the Estafette shown above, using integral construction and a Renault R4 drive train (economy before performance).



You will note that all of these vans used the rear hinged (suicide) front doors except the Estafette, to allow quick and easy access when on a delivery run.

The Citroën Commercial Vehicle Stylists who should have been coming up with a new H van were not sitting around chewing their pencils, but came up with this "only a Citroën" style on the Citroën Belphégor N & P range of trucks, right.

Note, after WW2 the "Plan Pons" restricted the range (sizes) French car makers could produce, in both trucks or cars.





FOOD VANS

The Citroën HY used as a food/market stall van is much more common in Europe simply because of the availability of vans, it is hard to find images of multiple H food vans unless it is a dedicated Citroën event. Note the yellow vehicle (above) in the background, a Piaggio (Vespa) Ape, see next page.

The two images below are included as they show that some other markets outside France had regulations banning suicide doors hence the van on the left has front hinged doors, I think it is a German variant.



So common are food vans in Europe that the HY van has some quirkier opposition as shown by this early 2CV van/pickup shown above courtesy of the Citroënian. Note the unusual door tops and blackboard paint. The Vespa Ape (right) is very popular because it does not take up much space when not being used. Below. A Renault Estafette and Below Right a large Citroën U23 truck.



BUYING AN H VAN

What trip through provincial France could avoid the visage of H vans put out to pasture (in a field) or resting beside a barn or least likely, actually in a barn.

If such a vision, or the memory of such, piques an interest in acquiring an "H" then here are a couple of things to keep in mind.

The first consideration, as a similarity to the Real Estate notion of "LOCATION, LOCATION, LOCATION" you need to consider "CONDITION, CONDITION, CONDITION". The quirky ribbed or corrugated panels (as on the 2CV), were to add strength to (much) thinner and hence lighter panels so increasing the payload, problem is, with half the thickness, it rusts through twice as fast. If you see rust that will virtually be just the tip of the iceberg rustwise.

Secondly, remember most H vans were driven to death, ie until so many of the oily bits were worn to the point where they all needed renewing. If you see multiple H vans in a field then it is even worse, the most distant ones will have been robbed of parts to keep those nearest the road going.

Next, if you have been to France or just seen images on Le Tour de France then you will be aware that many of the provincial Villages range from 5 to 10 km apart. The H van was created to cater for the Butchers, Bakers and Tradesmen taking their goods and tools between these rural enclaves. So what is this leading up to? The factory claimed TOP speed of the HY (1000 to 1600 kg variants) was 78 kmph (repeat, TOP speed not cruising speed), the HZ variant (850 kg load) had a claimed TOP speed of a terrifying 88 kmph. This was perfectly adequate in 1947 and for long after, commuting from village to village but it is totally inadequate if your desire is to use an "H" as a camper van, and diesel variants are even worse. Remember, to the French getting there and getting there cheaply was more important than getting there quickly and in style, think 2CV or moped.

Also, if the camper van idea is still not out of your head, think heat and noise as most of the engine is beside the driver and passenger under a thin sheet metal cover.

Finally, since so many H vans are used as Food vans or Market Stall vans you will need to compete with people who can claim costs as tax deductions hence pushing up prices.



H VAN SUCCESSORS



To use modern jargon, the H van was well past it's use by date when it was phased out in 1981, and with Citroën having gone through the convulsions of a forced merger with Peugeot in 1974 there was little money to develop a new van. The result was the joint development of a new van, the Citroën C25 (above) also known as the Peugeot J5, Talbot Express, Fiat Ducato and Alfa Romeo AR6. This was a bigger van than the H and grew even bigger with subsequent iterations. A slightly larger van was made parallel to the C25 shown below left, known as the C35. Meanwhile a smaller van that also grew up to become what we know as the Citroën Dispatch evolved from the Citroën Evasion people mover from 1994, shown below right.





BACKWARD LOOKING



OR MAKING THE NEW LOOK OLD

Such is the demand for HY vans in Europe that a couple of designers in Italy have come up with a cladding kit that when applied to what we know as a Fiat Ducato, but which is also sold in Europe as the Citroën Jumper (with different oily bits) as well as the Peugeot Manager and Ram ProMaster in the USA by Chrysler.

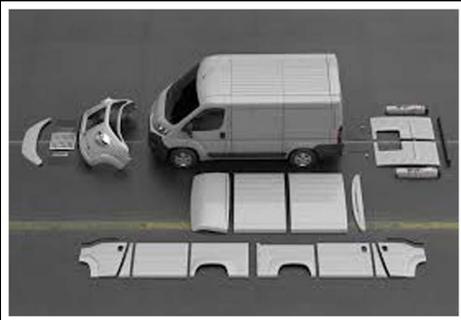
The proposal was to make 70 kits (70th birthday versions) but they would not sell the panels, you would submit your van for a makeover to make sure it was done properly. Other colours beside H van grey were available, the cost? eyewatering.

The mixed messages coming out of Europe at the moment seem to suggest that the project has met some headwinds.

All the images seen at this stage seem more photographic than photoshopish.

The lower image shows the kit applied to a Cab-chassis version with a box built on the back for promotional purposes.

No comment on the white wall tyres.



CITROËN HERITAGE

As one of the things to celebrate the 70th birthday of the iconic type H van, Citroën and Le Coq Sportif have come up with these two promotional vehicles (I have seen images of several H vans sporting this interesting asymmetric paint design). This H van is kitted out as a bicycle repair van, (I don't think it has any connection to Le Tour).

The modern van is the current iteration of the Citroën Jumpy that we know from the previous version sold here as the Citroën Dispatch but now discontinued in Australia due to poor sales and strong competition.





H Vanity

ANDREW COX — HVAN@CITROENCARCLUB.ORG.UK

Once again, I'm very happy to offer you two different views of things H-related. Let's start with the creative side, so over to Val.

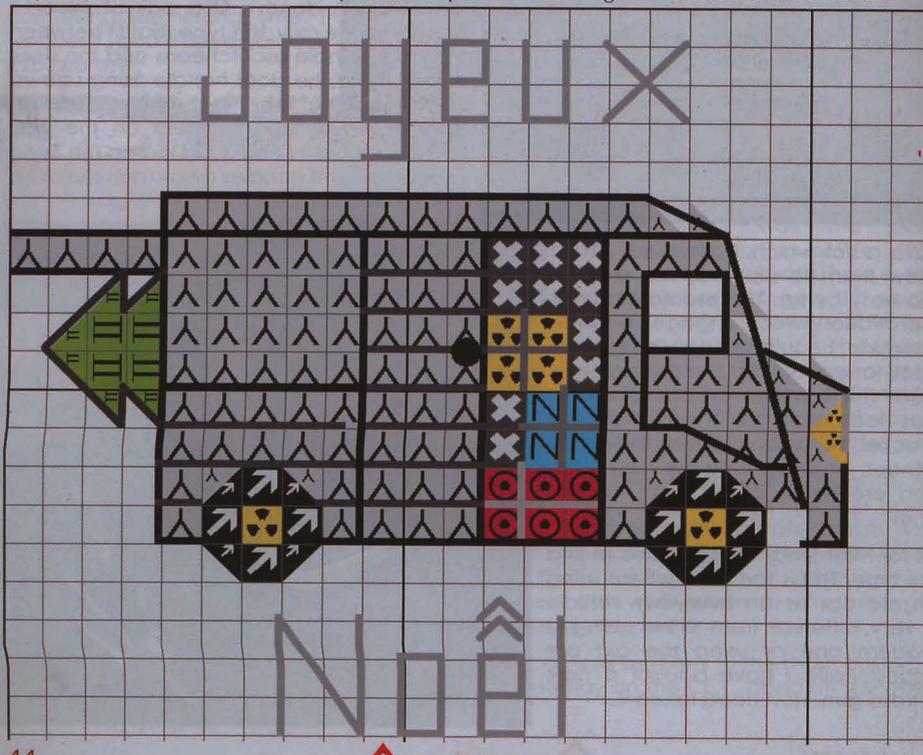
I'm back again to save you from the incredibly exciting articles about wing nuts and rust that are usually inflicted on you in this column. Last time, I talked about H vans selling food. This time, I want to focus on H vans, and Citroëns more generally, as an inspiration for crafts.

I spend a lot of time immersed in sewing, knitting, cross stitch etc. Indeed, some of my work colleagues have been known to suggest that my husband may not be the only one in our house with a life-defining obsession!

One of the largest projects I've completed was an appliqué quilt for our bed, with nine separate pictures; five cars and four logos – which took me about ten years, off and on, to finish.

H vans are a great shape to use for a whole load of different crafts. I've been making cross stitch Christmas cards for Andy for years, and this H van picture is one of my favourites. You have time to get busy with needle and thread, so here's the pattern...

If you don't fancy stitching something yourself, there are quite a few small, independent crafters hand-making all sorts of Citroën-related items these days. Etsy (www.etsy.com) is a great place to find both finished pieces and patterns featuring H vans and other Citroëns.



CROSS STITCH PATTERN

Symbol	Number	Name
	DMC 310	Black
	DMC 996	Electric Blue medium
	DMC 906	Parrot Green medium
	DMC 742	Topaz light
	DMC 415	Pearl Grey
	DMC 414	Steel Grey light
	DMC 606	Christmas Red bright



BACKSTITCH IN 1 STRAND

"Joyeux Noel" lettering	DMC 996	Electric Blue medium
Outline of van, doors, wheels, roof and main panels	DMC 310	Black
Corrugations on the van sides	DMC 414	Steel Grey light
Around tree	DMC 906	Parrot Green medium
Around headlamps	DMC 742	Topaz light
Parcels		
On yellow parcel	DMC 606	Christmas Red bright
On blue parcel	DMC 906	Parrot Green medium
On red parcel	DMC 742	Topaz light

If you've got any questions, please feel free to email me via the H Van column address.



Not a Plain and Pearl again, but a Stitch in Time to fill in those cold winter evenings. How could I resist this in the special H van issue.

It is reproduced with thanks to the dedicated H van section of the "Citroënian" the magazine of the English Citroën Car Club that covers all variants of the make.

I hope you have not suffered a bout of H van overload with this issue as there are other model specific issues in the pipeline and a number of anniversaries/birthdays for some of our beloved models as well as the Clubs 40th next year and the biggy in 2019 celebrating 100 years of Citroën cars.

Russell Wade. Editor

WHO IS PULLING THE STRINGS? Part 2 or More French Gossip



You will all be aware that the new French President Emmanuel Macron is 39 years old with his former Drama Teacher wife Brigitte 64 years old, but did you know that her eldest son is 2 years older than her husband and her younger son was born in the same year as her husband, her daughter is 30 years old and Brigitte has 7 grandchildren.

OOPS wrong gossip.

PSA PEUGEOT CITROËN SHIFTS AUSTRALIAN DISTRIBUTION TO SUBARU OPERATOR INCHCAPE

The new contract will see Groupe PSA and Inchcape work to import Citroën and Peugeot models to Australia from July 1 2017, but a release from the French company made no direct mention of the future of the premium/luxury DS brand Down Under. Over the years the brands have seen highs and lows in terms of sales, more downs than ups in recent years despite consistently improved product.

Patrick McKenna, Sime Darby Motors managing director for Australia and New Zealand said: "After careful consideration, a decision was reached to divest the Australasian distribution businesses".

Peugeot dipped 21.8 per cent last year, after a consistent and dramatic, sales slide Citroën was down 12.7 per cent in 2016, while DS sales (bundled under the Citroën brand for reporting purposes) were down solidly too. If Citroën wants to succeed here, we'd expect to see the C5 Aircross (pictured opposite) as part of the line-up, but not the new look DS3

The gossip/chatter on the web is not very positive towards Citroën prospects, mainly because

the extended 6 year warranty has not pulled the sales forward and although Subaru under Inchcape have good sales, many by faithful repeat customers who accept the average (3 years) warranty and high service costs, the prospect of the Citroën warranty coming back to 3 years to standardise with that of Peugeot and Subaru, together with a declining stock of "rusted on" Citroën buyers hints at the need for a new marketing strategy.

Russell Wade, Editor.



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NEW LIFE MEMBER SUSAN BRYANT



Our editor, Russell Wade, asked me recently how I came to be involved with CCOCA. This is a fair question given that I am not a full blooded “petrol head” and I haven’t owned a Traction or a 2CV (yet) and don’t even fix my own car.

I have always had an interest in cars. My brother John has always been a car lover and talked to me endlessly about cars and what he dreamed of owning when we were children. He was in love with the Torana A9X and I knew all about it.

Within the first month of going out with Lance, my now ex-husband, we went on my first CCCV Sunday outing to the Lederderg Gorge. It was a cold, grey Victorian winters day in June or July 1983, but it was a wonderful day out and I met people who are still friends today. Lance was between Citroëns at that point but not long afterwards we bought a GS Special with the 1015CC engine, it was my first introduction to the world of Citroën ownership. It was a great car (especially downhill) and I really enjoyed driving it. Later we bought a DS23 Pallas EFI Auto, which was a true luxury car in comparison with the GS, but had been poorly maintained by its previous owner

and seemed to spend more time off the road than running. It would take you anywhere you wanted to go, but getting home was another issue. Major hydraulic leaks where its specialty! We took it to a Cit-In in Mudgee and were on our way home to Melbourne when warning lights went on, so we pulled over at Mittagong and discovered a fountain of LHM under the bonnet. After several phone calls we found a possible part in Sydney, so with a car with no suspension, brakes or power steering we limped into Sydney to get it repaired. That was but one of many such adventures. Somehow, despite the inconvenience caused, the adventures you have endear you to the car.

My first CCOCA event was in 1992 an OzTraction in Yarrawonga that CCCV was invited to attend. We had such a great time that we joined CCOCA too. The cars are the catalyst that brings us all together, a shared interest and passion, but the people you meet, many of whom become friends are the reason that you keep involved.

My involvement in CCOCA grew from the OzTraction in Yarrawonga. There has always been something going on from Oz Traction and Cit-In weekends away to Concours, French Car days and General Meetings where I have a chance to catch up with friends and have a chat.

I have had two stints on committee, the first in the late 1990’s when Leigh Miles talked me into being Secretary and the current one when Ted Cross convinced me to return and help. I enjoy being on committee, not because I love meetings (I really don’t) but because of the time you get to spend with friends. The adage that the more you put in the more you get out truly applies.

On the car front the GS was replaced by a BX19 TRI Wagon, which was then traded in on a new Xsara in 1999. While the Xsara was never a popular model as it was very conventional and not at all in the mould of Citroen quirkiness it was very reliable transport for ten years.



I now have Miss Bossy my very much loved C4 2.0 Litre Diesel Automatic. She has now done over 230,000 km and never let me down and I consider her to be a modern classic. I would like a 2CV one day but I keep spending money indulging my other passion which is travel. My list of places I want to see is long and growing so for the time being I will continue to drive Miss Bossy and enjoy being surrounded by other club members wonderful cars.

Sue Bryant.

NEW LIFE MEMBER BRIAN WADE

A BRIEF HISTORY OF MY LIFE WITH CITROËNS



I have had a request from the Editor of "FRONT DRIVE" to write an article on my involvement with the marque (including any highlights) so I will begin from my first encounter with the wonderful world of Citroën.

My first Citroën (Traction Avant 11BL) was discovered languishing on a used car lot by my father in Warwick in November 1977. At the time of the discovery my father made an offer for the car, however this was rejected as being too low.

In the following January my father went back to Warwick, noticed that the car was still on the lot and so he repeated his offer which this time was accepted.

The car was mobile but had to be cranked as it had a broken ring gear. I obtained a permit for an unregistered car and drove it from Warwick to my then place of residence in Beenleigh

Before bringing the car home I had been in contact with CCCQ and shortly after bringing the car home I was visited by the CCCQ's Traction "guru" who immediately informed me that the car was a 1951 French built 11BL. The car was missing several "bits and pieces" including the rear bumper, hub caps and some interior door furniture, and my visitor stated that he could supply any of the parts I required. He also said that he had a restored 1948 English built Traction and a pre war accident damaged car that he wished to dispose of. And so to cut a long story short my father and I bought both cars and a shed full of parts. Both Tractions were then being used attending various Citroën events.

I treated the 11BL to some new paint and a retrim (and a new ring gear) and as it was on full registration I began using it as an occasional second car, By this time (February 1978) I had become a member of both CCOCA and CCCQ. Later that year I decided to go completely Citroën and sold the two family cars before purchasing a 1972 GS Break for Esther and a D Special for myself. My father soon followed my lead and bought a demo CX 2400 Pallas C-matic.

My next adventure was into the wonderful world of vintage Citroëns. In late 1978 an advertisement had appeared in the "Courier Mail" advertising a 1926 B2 Roadster that was running and registered and so after a look and a short drive the car was purchased. We attended our first Cit-In in 1979 and it was here that I met some CCOCA members for the first time. Another car was added to the collection later that year, and this was a 1962 ID19F Safari.

December 1980 saw restoration of the pre-war car completed (now correctly identified as a 1940 model built in October 1939). This restoration would not have been possible without the help of John Couche who was CCOCA's Spare Parts Officer at the time. Not only did he supply various "bits and pieces" that were required. He also located a body that had been dumped on the Maryborough (Vic) tip and arranged for its removal to another CCOCA member's property. This allowed my father and I to travel down to Victoria and remove the section that was required to repair the accident damaged pre-war body. After the car was registered the 1948 Light 15 was sold and at the same time my father traded the 1978 CX on a brand new CX manual.

In January 1981 I was posted to Sydney and took three cars with me, the GS, D Special and 11BL. A short time later I saw an advertisement placed by Continental Cars for a DS32 Pallas EFI Automatic.

This car was a one owner car with very low kilometres so both the GS and D Special were traded on this car. At this time I was living less than 100 metres from my workplace so only one "everyday" car was required. Back in those days Oz-Traction was held on the Australia Day week-end and the 1982 event was being held in Ballarat. This was our first Oz-Traction, driving down from Sydney and being awarded the trophy for the "Longest Distance Travelled". Only one year was spent in Sydney as I was then posted to Wagga Wagga. I came up to Brisbane on leave and drove the ID19F back to Wagga Wagga as once again I required two "everyday" cars. After spending two years at Wagga Wagga I returned to Queensland with the intention of leaving the Army however I was offered a promotion if I moved back to Sydney and I accepted that offer.

Shortly after my return to Brisbane a decision was made to reduce the collection by selling a few cars. The cars that were sold were the 1951 11BL, 1962 ID19F and the 1974 DS23 EFI while keeping the 1926 B12, 1940 LT 15 and the 1980 CX 2400 which at that time had only 30K on the clock. When moving back to Sydney I took the three cars that I had decided to keep with me., the Light 15 and CX were driven down with the B12 being taken to Sydney on a car carrier. In early October I noticed an advertisement for a CX 2400 Safari that Continental Cars had for sale, and as I missed not having a "workhorse" I swapped the CX sedan for the Safari. It had been my intention to stay in Sydney for at least two years however I decided after one year it was time to venture into the civilian world. Before leaving Sydney I sold the B12 to a NSW Citroën enthusiast.



After taking my discharge in Brisbane I obtained employment with a large private pathology company. This position involved moving to Gunnedah and as I had a company car (non Citroën) the CX became Esther's shopping basket. By this time (1991) the CX was getting older and less reliable so I decided to replace it with a brand new AX GTI.

Later that year whilst attending a medical

science conference I met an old Army colleague and as a result of this meeting I was offered a position as a civilian health practitioner at the Military hospital in Brisbane. As I had relinquished the company car it was necessary to obtain another car to drive to work so a GS 1220 Break was purchased.

In 1994 our youngest son obtained his driving licence and a GS 1220 sedan was purchased for him. Natham has stayed loyal to the marquee, his current fleet consists of four GS's, two Visas and an Xsara. Due to ongoing health problems I retired permanently from the workforce in June 1997.

Regarding highlights of Citroën ownership, there have been quite a few.

The first one being in August 1982 when we "done" the "around Australia safari" driving two ID 19 safaris and towing camper trailers, one memorable experience of the trip was climbing Ayres Rock (Ularu) which of course is no longer possible. The next highlight occurred in 1984 when I decided to attend the 6th ICCR which was being held in England. As Esther had



not seen her family since they returned to the UK in 1867 visiting her family was included in the planning. To attend the event I purchased a 2CV van (AK 400) from a well known UK Citroëniste, the arrangement being that if I wished to bring the van back to Australia that was OK, however if I did not want to do this he would buy it back for a reduced amount. The van had been fitted out as a "mini" camper and had been used on the 1973 "Raid Africa". As both Esther and I are both "vertically challenged" we were able to sleep comfortably in the van. After the Rally concluded we drove north to Yorkshire where we spent several weeks having a wonderful time with Esther's family. We then headed south back to London where we parted company with the AK 400 before heading home.

Our next "highlight" occurred in 1995 when I decided to attend the 10th ICCR which once again would give Esther the opportunity to see her family. This was to be held at the Michelin testing grounds at Clermont Ferrand in France and was being advertised that it would be the biggest ICCR yet to be held. Before leaving Australia I had organised a new AX through the Citroën leasing scheme and this was collected in Paris. It was then off to the Rally which was HUGE and with over 1000 cars attending it was virtually impossible to see them all. At the Rally there was a massive building being used by sellers of any Citroën related material and the choice of what was available in spare parts, books, brochures, model cars and other paraphernalia was mind boggling. I purchased a pair of new GS headlamps suitable for R/H drive cars from a UK seller for less than \$10 the pair, towards the end of the event the seller placed a sign on a large box of GS parts for free. In conversation he told me that virtually all the GS's sold in the UK had been scrapped. Esther and I each carried a headlamp home as hand luggage. Upon leaving the Rally we spent the next four weeks touring France, firstly heading east into Alsace Lorraine and then turning west travelling through northern France before returning to Paris.

Our next great Citroën adventure was participating in the 1998 Tracbar Dundee, an account of which was published in Front Drive vol 22 no 4 and vol 23 no 2. Since 1979 we have attended 29 Cit-Ins and 16 Oz-Tractions, all of which have been most enjoyable.

The number of Citroëns that have passed through my hands over the last 39 years is about 30, 8 of these cars have been bought "off the showroom floor". Models owned have included B12, Traction, ID/DS, 2CV, Dyane, GS, CX, BX, AX, Xsara, C3, C4 and C5. My garage currently houses a 1940 Light 15, 1951 11BL, 1962 ID19 and a 2015 C4 with the 11BL being my first Citroën which I had sold back in 1985 and then discovering it on E Bay in 2007 and managing to buy it back.

And do I have a favourite model?

Although I have a "soft spot" for both the ID/DS and GS my true affection will always be for the "immortal" Traction Avant.

Brian Wade.

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