

FRONT DRIVE

A vintage Citroën Dyane 6 car is parked in a lush green field. A woman in a blue patterned shirt and black pants is standing on the roof of the car, striking a pose with one leg raised. A man in a green t-shirt and blue jeans is sitting on the roof of the car. A woman in a green shirt and a white cap is standing next to the car, leaning against the roof. The background is a dense forest of green trees.

Australia's National Magazine
For Citroën Owners And Enthusiasts
September/October 2017 Vol 41 No 4

DYANE 50th BIRTHDAY EDITION

VIVA!
DYANE 6

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

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

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 November 25

CONTENTS

| | |
|----------------------------------|----|
| ED SED | 4 |
| PREZ SEZ | 5 |
| SUMMARY OF ACTIVITIES 2017 | 7 |
| PAST EVENT GEELONG | 12 |
| PAST EVENT CONCOURS | 16 |
| PAST EVENT GOEOFF WEBBER | 18 |
| PAST EVENT FRENCH CAR FESTIVAL | 20 |
| CITROËN DYANE 50TH BIRTHDAY | 22 |
| WHO IS PULLING THE STRINGS? Pt 4 | 33 |
| THE EDDIE PERKINS CITROËN ID | 34 |
| PETROL LEAKS | 38 |

CONTRIBUTERS TO THIS ISSUE

LEIGH MILES
ROB LITTLE
BRUCE STRINGER

COVER IMAGE

Thanks to Leigh Miles for this image of a Dyane advertisement from the sixties.

COMMITTEE

| | |
|-----------------------|--|
| ACTING PRESIDENT | Kay Belcourt (03) 9885 4376(H) president@citroenclassic.org.au |
| SECRETARY | Ted Cross (03) 9819 2208 [H] secretary@citroenclassic.org.au |
| TREASURER | Sue Bryant 412 518 849 [M] treasurer@citroenclassic.org.au |
| ACTIVITY CO-ORDINATOR | Lee Dennes 0438 286 181 [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 PERSON | Robert Belcourt (03) 9885 4376[H] Robyn Barlow ----- |
| WEB WALLAH | Bruce Stringer (03) 5250 2727(H) webwallah@citroenclassic.org.au |
| MEMBERSHIP SECRETARY | Sue Bryant 0412 518 849 [M] treasurer@citroenclassic.org.au |
| ASSETS CUSTODIANS | Max Lewis and Ted Cross |
| ICCR REPRESENTATIVE | Ted Cross (03) 9819 2208 [H] |

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 | LIASON OFFICER |
| Ted Cross | (03) 9819 2208 [H] |
| Russell Wade | (03) 9570 3486 [H] |

| | |
|-------------------------------|--------------------|
| CLUB PERMIT & SAFETY OFFICERS | |
| Russell Wade | (03) 9570 3486 [H] |
| Peter Boyle | (03) 9470 8080 [H] |

| | |
|-----------|--|
| LIBRARIAN | Kay Belcourt |
| | librarian@citroenclassic.org.au |

| | |
|-------------------------|--|
| 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 | Kay & Robert Belcourt. |
| | clubshop@citroenclassic.org.au |
| | For Citroën models, memorabilia and other items. |

OTHER CLUBS.

| | |
|------|--|
| Vic. | www.citcarclubvic.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:

| | |
|-------------|------|
| Jack Weaver | 1991 |
| Peter Boyle | 2003 |
| Rob Little | 2012 |
| Ted Cross | 2012 |
| Brian Wade | 2017 |
| Sue Bryant | 2017 |

ED SED



Hi Readers,

We are at that time of the year when the Classic Car movement is awakening from it's winter slumber, and so this issue features details of many recent events which I hope you don't find too boring. There is talk of fewer events next year so you will not have to procrastinate over which event to attend.

This past year has been, and continues to be an excellent year for guest speakers at general meetings (thanks to the Activities group), and if you know of someone who could give an interesting discourse or put on an amusing show or even if you could do such yourself, then let the Activities Co-ordinator know.

The last speaker was Geoff Webber, a member from Queensland who is trying to sort the chaff from the wheat, ie weed out the gossip and misheard/misinterpreted stories of the history of Citroën in Australia and to record the actual facts.

The page 18 is not the actual cover of Geoff's upcoming book, but just a 3 minute knockup/mockup to make the page look more relevant to the story.

While trawling the web for Citroën info I came across the new digital letterhead/logo shown at the bottom of this page, only being used on one website in early October. So are they experimenting or just slowly updating their websites, and it struck me in it's weird similarity to the logo on the Who Is Pulling The Strings column your magazine has been using since the March/April issue.

I must thank Leigh Miles for the collages on pages 22/23.

Russell Wade. Editor



Acting PREZ SEZ

Hello All

I cannot believe it has been two months since I wrote my inaugural Prez Sez. "Time flies" as the saying goes.....

I hope you have all missed the winter colds and flus, and have been enjoying yourselves overall.

Sadly, since I last penned a report we have lost a couple of members or their wives – namely Margie Barton and Keith James – so deepest sympathies to the families from myself, committee and members generally.

Sunday 24th September, the joint CCCV and CCOCA Concourse was quite well attended despite the early 'wet' and ongoing winds throughout the day. There were probably almost equal numbers of ID/DS, Traction / 2CV's and moderns, and then a Visa, 2 x GS, 3 x CX, 1 SM and 2 or 3 Xantias.

Presentations this year were in the form of a framed certificate and a \$50 Bunnings voucher for each of the categories judged. John Parsons announced each of the winners and I had the pleasure of presenting the awards to each recipient.

Sunday (1st October) saw the French Car Festival held by the Peugeot Car Club in Balwyn to which we got a reasonably good attendance from Melbourne - I would say 25 to 30 vehicles. It was a great day weather-wise and it was good to see people turning up and displaying their cars. Also, Club Shop created quite an interest and did quite well in sales.

Geoff and Narelle Webber from the Queensland car club were down in Melbourne and Geoff attended our general meeting to speak about the book he is writing on the history of D Citroëns in Australia. It was a good and informative evening.

Helen Cross once again prepared a "yummy" supper for us all to enjoy – thank you Helen.

continued p 6



Acting PREZ SEZ continued



I know it is awhile yet until the next committee elections but I would like you all to consider possibly "coming on board". No position is particularly onerous, but if we have a full committee then the work is shared and we don't find the situation where one or two people are overloaded.

Please don't forget our up and coming events. Lee Dennes has put a lot of work in co-ordinating these activities so let's show her it's all worth her efforts.

Ladies don't forget the November meeting when Clare Hadaway is giving us an insight into spinning and lace knitting and no doubt many other interesting ideas.

That's all from me for now. Happy times with your Citroens.

Cheers Kay



OCTOBER-DECEMBER 2017 ACTIVITIES

OCTOBER

| | | | | |
|-----------|----|---|-------------|---------|
| 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 |
| | | Clare Hadaway. See page 9 | | |

| | | | | |
|----------|----|--|-------------|---------|
| Thursday | 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 |

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MONTH: OCTOBER

In keeping with CCOCA's efforts to include more regional events on their calendar, this day has been organised at Eaglehawk near Bendigo. We will have Morning Tea at the local Car Club's Rooms before proceeding to Rini and Barb's who have a collection of cars, bikes and the odd tractor that will keep you browsing for hours.

EVENT: BBQ

WHEN: SUNDAY 29th

TIME: 11.30AM

WHERE: Barb and Rini Zysvelt
3 Trumble Street, Eaglehawk.



COST: Nil. BBQ meat the complements of CCOCA

BOOKINGS: Essential

RSVP: Friday 20 October

BRING: Glasses/beverages/a dessert or salad to share

CONTACT: Lee Dennes 0438 286 181 l.dennes@bigpond.net.au

For those wishing to travel in convoy

MEET: BP Rockbank Outbound Truckstop

1929 Western Fwy, Rockbank

TIME: 8.30 for 9.00am Departure

11.00am Meet Rini outside Harvey Norman

High St & Furness Street, Kangaroo Flat.

We will then proceed to the Veteran and Classic Club Bendigo Rooms and Workshop 112-118 Inglis St, Golden Square, just opposite the Bendigo Stadium for morning tea.

Here you will be able to peruse the Club's workshop, historical photos and a display of hundreds of miniature carmodels.

MONTH November



EVENT: How to Spin a Yarn or Two with Clare Hadaway

WHEN: Wednesday 22 November

TIME: 7.30pm

WHERE: Frog Hollow Reserve Rooms

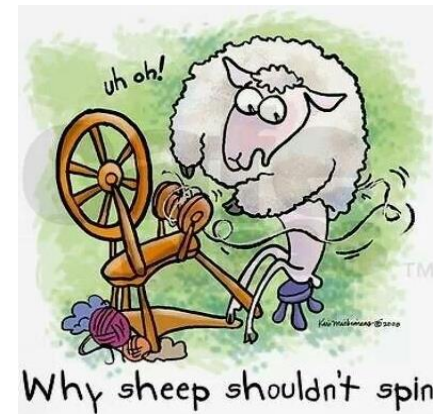
RSVP: Preferred

Lee Dennes

0438 286 181

l.dennes@bigpond.net.au

BRING: Your Knitting and Spinning Club/Friends.



This is an evening not only for those of the female persuasion. Clare has some fascinating tales about how her late husband Bernard, piqued her interest in spinning after he and a colleague made an international breakthrough for the wool industry by developing a spinning technique that allowed for woollen yarn to become competitive with synthetics. Clare will demonstrate her spinning prowess as well as talking about her passion for lace knitting which has included Shetland shawls and

tablecloths.

This is a lady who has knitted all her life and is extremely accomplished in this art form.

She is a member of the Bunurong Spinners and Weavers Group which is an associated arm of the parent group, the Handweavers and Spinners Guild of Victoria.

MONTH November

EVENT: ROB ROY HILLCLIMB (26th HISTORIC AND CLASSIC)

WHEN: Sunday 19 November 2017

TIME: 9.00am Meet in the public car park opposite the Warrandyte Hotel.
Coffee is available here before departing at 10.00am for the drive through Christmas Hills to the event. If there is time we will stop at the Telstra Tower in North Warrandyte. Anyone travelling from a different direction can meet up at the event around 10.00am

WHERE: Clintons Road, Smiths Gully Christmas Hills, Vic

COST: Usually \$ 10-00 per car

RSVP: Preferred Sunday 12 November

BRING: Depending on the weather sun screen and hat/glasses are recommended and a folding chair is always welcome.

CONTACT: Ted Cross 0400592208 secretary@citroenclassic.org.au

WEBSITE: <http://robroyhillclimb.com.au>

This is a non-competitive event for us with spectating only. We will hopefully see some Tractions and 2CV's but everyone is welcome in any car. This is a classic car event organised by the MG Car Club and we are invited to display our favourite Citroen at the display area near the start line. Ted would love to see as many of our Citroens attend as possible to show off our classic Citroens in a friendly environment. The beauty of this event is that while inside you are free to mingle with the drivers in the Pit area and move around to various positions along the track (where permitted for safety reasons). There will be plenty of noise and smoke and the smell of aviation fuel to tease your senses. This event has been running in this format for the last 26 years. There is free time to view the event and join in the spectacle. Please observe all signs and directions within the grounds from any official and bring along a friend or partner to this event.

CCOCA/CCCV Christmas BBQ



WHEN: Sunday 10 December 2017

TIME: 12.00pm – 4.00pm

WHERE: Frog Hollow Reserve Rooms
Fordham Ave, Camberwell
Melway 60, B3

COST: All food including meats, salads, condiments and bread will be supplied by your Club and cooked for your convenience by celebrated CCCV Chef, Peter Moloney.

BRING: Everything for a picnic including cutlery, crockery, tables, chairs, glasses and drinks.

BOOKINGS: Essential

RSVP: Monday 4 December
Lee Dennes 0438 286 181
activities@citroenclassic.org.au

GEELONG AUGUST 20 2017

The event started at the Vintage Market in a converted Woollen Mill, just the place if you needed some period film props, and a place that can only exist because there are still one or two hoarders around.



We then went to Osbourne House (Geelong Maritime Museum) once Australia's first Naval College. Unfortunately, it was closed for renovations, however it provided an excellent backdrop for some photo opportunities. Several members travelled long distances in Moderns but there were three Citroëns present.



This was followed by a battle with Sunday traffic and parking (University Open Day was on in Geelong) to visit the Wool Museum, at that stage featuring a scarf exhibition, who knew the strange things/garments that could be called scarves.



Then onto the White Rabbit brewery/resturant for hearty country fare, with an interesting range of bespoke beers to taste.



This was followed by a pleasant drive past the old salt flats/works to Bruce and Beverley's abode for another dose of Shed Envy (big with a four post hoist). Bruce has Chris and Michael Moore's cars for storage and recommissioning as well as his own fleet, which surprised me with two, two cylinder cars as local runabouts.

Russell Wade. Editor



Thanks to Bruce and Beverley for organising another brilliant out of town event.



CITROËN CONCOURS COMO PARK



The Concours at Como Park started out with a gloomy morning that obviously put one or two off as the number of cars was down a little.

The day was given a surprise twist by several hundred motorcycle riders, (one riding a motorbike in a Kilt) and on a very varied range of machines, from a Honda Monkey to a Goldwing and all other makes. The group who called themselves the DGR or "Distinguished Gentlemen's Ride" were out to raise funds for Prostate Cancer research.



The late model brightly coloured Moped shown on the back of the Dolly is quite rare now as many were used as garden ornaments after Mopeds fell out of favour.



Tired



Asleep



The Results of the Concours competition were:-

- | | |
|-----------------------------|---------------------------------------|
| 1 Pre-war: | no entries |
| 2 Traction Avant: | George Arandjelovic, 1954 English L15 |
| 3 Deux Chevaux: | Robyn Barlow, 1959 2CV |
| 4 D Series: | Ferdi Saliba, 1962 ID19 |
| 5 GS/CX: | Andrew Smith, 1977 GS |
| 6 Modern: | John Fedorko, 2007 C6 |
| 7 Peoples Choice (by vote): | David Rogers, 1974 DS23 |
| 8 Presidents Award: | Ramon Mocellin, 1974 DS23 |

Russell Wade. Editor

HISTORY OF CITROËN D SERIES IN AUSTRALIA 1955 TO 1975



WEBBER WALKER AND GORDON



GENERAL MEETING Wed September 27 GEOFF WEBBER.

Geoff on a trip down South (from Queensland) spoke of his latest passion, writing a book (and self publishing it) detailing the History of the Citroën D series in Australia.

Geoff (an architect) is a self confessed late starter to the mysterious world of Citroëns, but after acquiring a sound car in bits and going through the trials of restoration Geoff is thoroughly smitten, and amazed to find many of his architect acquaintances also have the same disease.

As many of those in the "know" of Citroën production, sales and use in Australia are getting on in years, and the reality is that memories fade, to this end Geoff would be most gratefull for, and will fully acknowledge any contributions and photos about anything Citroën in Australia and particularly about local assembly at Heidelberg.

On the evening Geoff gave a run down on the areas he is hoping to cover and some titbits on what he has discovered so far.

Contributions can be sent to the Editor and they will be forwarded to Geoff.

A great evening Geoff.

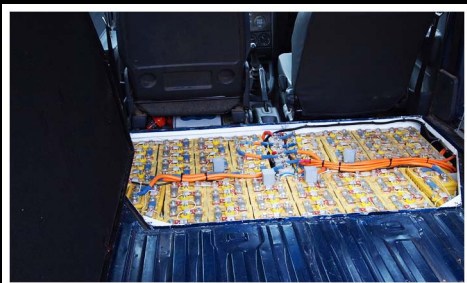
Russell Wade. Editor



FRENCH CAR FESTIVAL 1-10-17

These sort of events often surprise with vehicles you have never seen before or people you have not seen for years. In the former category was the Citroën Berlingo van converted to run as a full EV (electric vehicle).

I admire those who single mindedly do things such as this or restore vehicles that are true basket cases, where the cost exceeds/runs away from the end value. I was reminded of this, as less than 24 hours before the event I had come across a used Gen 11 Nisan Leaf for sale for \$20,000, (I was surprised at how big and normal it looked), yet here was someone who had spent \$46,000 for half the range and half the seating capacity. Very brave indeed.



Batteries behind seats



Under the bonnet



Rob and Kay hold the Fort.



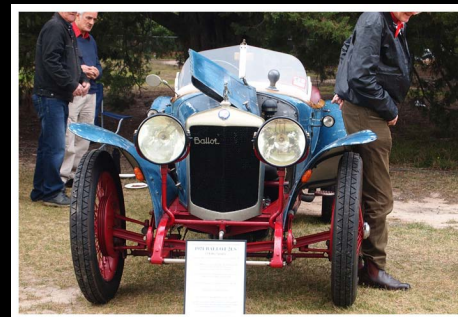
Picnic on the Green



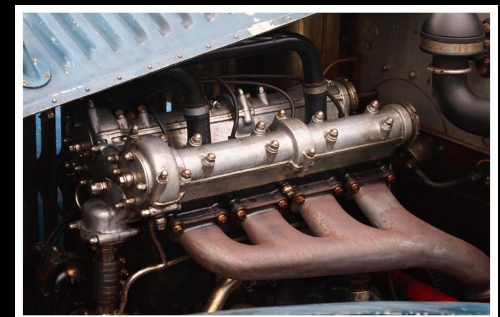
Robyn. Eyes on the boule



French beauties



French thoroughbred. Ballot

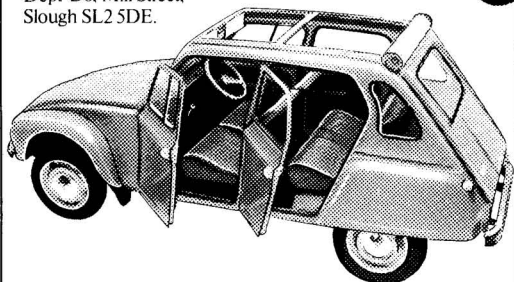


1922 Thoroughbred's engine

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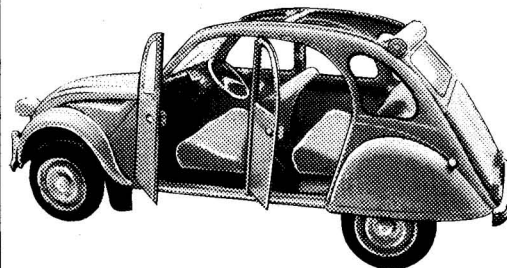


Stylish,
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Dyane**

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CITROËN ^ DYANE

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Citroën 2CV

Price includes car tax and VAT (seat belts, number plates and delivery extra). Price correct at time of going to press.

CITROËN ^ 2CV



CITROËN DYANE 50TH BIRTHDAY



Launched in July 1967 the Dyane was aimed at filling a niche between the 2CV and the AMI range launched in 1962. The Dyane was developed by the recently acquired Panhard company who also owned the Dyane name together with other variants such as Dyna, Dynavia etc. Citroën lacked a spread of models, the reality being very few could afford a DS/ID and, even then (the sixties) as the economy was improving the 2CV was starting to be seen as a poverty model (not to be seen in). The AMI sold very well and in fact became the best selling car in France in the late sixties, but was much more expensive to produce and sell compared to the 2CV. Some have said the Dyane was developed as a possible successor to the 2CV but I doubt that because, the Dyane was built from 1967 to 1983 while the 2CV lived on until 1990.

Note the 2CV and Dyane to the left are early versions lacking the third side window.



MEMBERS MODEL. DYANE 6

By Leigh Miles

On January 28, 1979 a mimosa yellow Citroën Dyane Weekend 6, registered DVS 373 T, was driven away from the Graveley Motor Co. by my parents.

Bruce and Elaine had arrived in the United Kingdom in November 1978, intending to stay for a number of years. They settled themselves in Welwyn Garden City, Hertfordshire, 25 miles north of London and just down the road from my eldest brother and his wife. Having found accommodation, the next important task was transport acquisition. Therefore, Bruce, who had never bought a car before [having been blessed(?) with Company cars for decades], began the daunting task of investigating the English car market.

Petrol was double the price it had been in Australia — 75 p per gallon. [By the time we left England, three years later, it had risen to £1.85 and it is now about £1.20 per litre.] Fuel economy became an important feature. As my brother is over six feet tall, ample interior space for four people was also important. Price and resale value had to be considered too.

The answer, even to my father, was clear — the only possibility was a 2CV. After telephoning a number of Citroën dealers in and around London, they located a 2CV and a Dyane. The on-the-road price of the 2CV was £2,000 and the Dyane was £2,100. For the extra money there was the safety of inboard front disc brakes [instead of inboard drums], the comfort of more substantial seating and the convenience of the hatchback and folding rear seat.

So in the snows of winter, my parents made the trip six miles north to the Graveley Motor Co. and made the acquaintance of Mike Creasey, partner in the dealership with his brother. There, covered in snow, was a yellow Dyane, recently delivered to fill an order that had that morning been cancelled. The snow was hastily brushed from the windscreen and the key turned. The engine sprang to instant life and off they went for a turn around the block.

Mother was a little perturbed about the lack of interior door panels, the rubber mats on the floor [kinky, huh?] and there was no heater. Despite these shortcomings, Bruce and Elaine agreed that this was the car for them. Masonite would be bought to cover the inside of the doors, some carpet could cover the floor and a heater was an unnecessary luxury — all they needed was a knee rug. That decided on, they headed back to the dealership.

It was at this stage that Mother first caught sight of the GS Club — priced at around £3,000. Instant romance! A rare event for my Mother; for members who may have met her will attest. It looked better, was clearly more comfortable, and Elaine wanted one. Mike Creasey would have none of that. Under no circumstances were my par-

ents to be allowed to spend more money. They were assured that the Dyane would provide them with all they could wish for in a car. 'Save the money, spend it on travel, take the Dyane to France, but do not spend it on the GS', was Mike's recommendation.

The papers were signed, deposit paid, hands shaken and they headed for home — via the Welwyn Department Store to buy wood, carpet and a rug.

A week later they were back at Graveley to collect the car. Much to their amazement, the doors were fitted with rather good-looking plastic panels, complete with armrests. 'Oh well, the wood is bound to come in handy.' They also found that the heater had been connected. 'Yes, well, the rug will be nice to sit on for picnics in the summer.' The carpet however was fitted and despite its hideous pattern remains in the car to this day.



Leigh's mother vamping it up on the front seat, notice the carpet pattern.

The first longish journey took the Duck [as it naturally became fondly known] to Constable country — Suffolk. This gave Bruce a good chance to get to know the car and to master its slightly eccentric gear change.

Actually, it is not really that difficult to manage. It is a simple H-pattern, really. Except that reverse is where you might expect first to be, first is where second should be... and it just goes on from there. Of course, the fact that the gear stick protrudes from the middle of the dashboard simply means you can hang your handbag from it.

This trip also gave Elaine a chance to map read and a real opportunity to savour the delights of English road signs and the benefits of roundabouts. The road sign prob-

lem involved joining the main London-Cambridge road [A 10] and heading towards London. The difficulty arose when they realised that the signs in both directions said 'London'. This led to the realisation of the benefits of roundabouts. If you are not sure which exit you need from the roundabout, well you just keep on going round and round until you make up your mind. I can assure you that in three years in the United Kingdom, we went around a lot of roundabouts more than once.

A Duck circling a roundabout at a fair pace exhibits a tendency to lean a little, and we used to get some very strange looks from other road users.

I arrived in England in November 1979 and took an instant liking to the Duck. Convincing Bruce that I should be allowed behind the wheel of his pride and joy was a time-consuming exercise. Eventually we changed seats. I got the pilot's spot, Father became navigator and Mother retired to the back seat. Two things emerged from this. Firstly, Bruce would allow his mind to wander, I would arrive at an intersection requiring direction, he would have no idea where we were and round and round the roundabout we would go. Secondly, when I say Mother retired to the back seat, I really mean retired in the back seat, as she would tend to doze off as we drove along.

Where the Miles family was off to next was a major topic of conversation for many of the locals. After extensive travelling in the UK, Elaine and I persuaded Bruce that France should be the next trip. We spent June 1980 in France, and covered 3,000 miles



Brunham Beeches UK

in the month. Driving the Duck in England had some irritating aspects. Tearing along at breakneck speed, it was possible to pass 3 litre Ford Capris [the English equivalent of the Commodore SS]. Instant hate from the other driver was the result, and they would accelerate, overtake and slow down. In France, this never happened — perhaps because so many Ducks are driven at top speed in that country. France caters quite well for the 2CV driver by having higher maximum speeds on the downhill side than they do on the up-hill. So you can belt down the hill at the same speed as all the other cars, but on the up-hill the others all have to slow down to 2CV pace because of the speed limit.

By August 1981, we were considering returning to Australia and the matter of disposing of the Duck arose. I was keen to bring DVS back to Australia [I trust, dear reader, that you have realised the hidden meaning... DeViouS], but we knew nothing of the Customs or registration requirements, and we had no idea of whether any two pot Citroëns existed here. My brother, who had come to the intelligent decision that the Triumph he was driving was past it, and bought a Dyane too, decided not to bring his back as it all sounded too difficult and expensive. Indeed, the advice we were able to gather in London would have discouraged all but the most foolish.

The Customs side was easy enough: as we had owned the car for three years, there would be no duty or sales tax to pay upon import. Registration was another matter. The Victorian Agent-General's office provided a photocopied handout detailing the requirements for registration. I was further advised that all modifications necessary had to be completed before the car left England, as the testing prior to registration would be undertaken on the wharf. The glass all had to be marked with the British standards 'kite mark' — no problems there. The four seating positions required lap-sash seat belts. The front seats already had these, but the back only had provision for lap belts. We were eventually able to solve the problem with some very long belts, using the lap mounting points. The front seats required integral head restraints. For this reason my lovely Dyane was subjected to the ignominy of Skoda front seats for two years.

We had been assured that the car would not have to meet emission control rule ADR 27A, but only ADR 26, which was far less strict. But no one could tell us what the requirements actually were. So we had not a clue whether the car would pass ADR 26 or not. I decided to risk the venture, and paid my parents £1,000 for the car.

Anglo-Pacific Shipping, who charged £896 for the shipping, insurance and complete protective body wax, shipped it. The car arrived on New Year's Eve 1981. Customs as expected was straightforward. Registration also turned out to be straightforward, and yellow Dyane BGI 279 was let loose on the roads of Australia. I was able to swap the plates, some years later, at no cost for the ultimate wank — personalised plates. So the car is now graced by blue and white plates emblazoned 'DYANE 6'.

Over the three years and 40,000 miles we drove the car in England, Graveley Motors always serviced it. The cost of that servicing was £352, of which £182 was labour. The only major work that was undertaken was to replace the exhaust system after 36,000 miles, which is a long life by English standards. With the exception of regular maintenance, carried out for many years by ex-Club member Mel Carey and since his retirement by Swedish Prestige, the car has given no major problems in its almost 40-year life. I will not tell the dreadful story of Finemores and dropping the car [literally] on the way from Cairns to Melbourne. Nor do I wish to re-live [no, not even in print] the broken drive shaft on the last day of the Tour de Tassie with the Motafrenz Car Club. The Duck has more than lived up to the initial requirements — to be an inexpensive, reliable fuel miser, capable of transporting four, people in comfort.

I would like to thank my parents, Mike Creasey and David O'Keefe of Graveley Motor Co., Les Heron of Anglo-Pacific Shipping Melbourne, the Citroën Classic Owners Club, Motafrenz Car Club, Citro Motors for making the 160,000 miles both fun and possible.

Leigh Miles.



(Above) So your wondering what's going on? on Mt Tamborine.

(Below) The answer, do what it takes to win.



DYANE VARIANTS



Editor's favourite Dyane Caban special edition

Bench seat makes a 6 seater



People Mover Kit



Jyane from Iran, see back guard

DYANE LOAD LUGGERS



While the AMI van looked like a station wagon less windows, and the 2CV van looked old fashioned, the Dyane Van (later called the Arcadiane) filled a niche, and being more powerful than the 2CV van, lent itself to bigger bodied and higher payload versions, occupying a place later taken by the Visa vans with a roof raised above the cab. Later vans such as the Berlingo had the roof running smoothly up to a raised cargo area and were easily converted to an attractive multi purpose goods/people carrier.

Odd version such as this utility were built in South America. (Below)



HAPPY CAMPERS



If you have been to Europe you will know that they have smaller houses and apartments and so their Campervans are often tiny compared with ours. The other factor in the size of the campervans is where to store them when not in use. The bottom cream Dyane looks as though a short person could stand up in it.

And who could resist a Dyane Semi Trailer shown below with curtains on the windows, being used as a cigarette promotional vehicle.



WHO IS PULLING THE STRINGS? PART 4



By New Scientist Staff and Press Association.

The French government has set out an ambitious goal for no more petrol or diesel cars to be sold in the country by 2040.

The target was announced by the environment minister Nicolas Hulot as part of far-reaching efforts to wean the world's sixth biggest economy of fossil fuels.

At a news conference unveiling a five-year government plan to encourage clean energy and meet France's commitments under the Paris climate accord, Hulot said French car manufacturers have projects that "can fulfill that promise".

His appeal came the day after Sweden's Volvo became the first major carmaker to pledge to stop making cars powered solely by the internal combustion engine.

France is unusually dependant on diesel fuel, blamed for pollution that often chokes the French capital. The Paris Mayor wants to ban diesel vehicles by 2020.

Hulot's plan would cover the whole country and also target petrol cars, but it could face resistance from manufacturers and drivers. He proposed aid for poorer families to buy cleaner vehicles.

The maker of Peugeot and Citroën cars, PSA Groupe, said the environmental minister's pledge fits with its goal of offering hybrid or electric versions of 80 per cent of its cars by 2023.

But even if France eventually bans sales of diesel and petrol vehicles, PSA spokeswoman Laure de Servigny said the company will continue making such cars for Foreign markets.

"We are a global player" she said. "You have to take into account the situation globally."

Hulot also said that France will stop producing power from coal-now 5 per cent of the total-by 2022.

The country also wants to reduce the proportion of its power from nuclear energy to 50 per cent by 2025, down from 75 per cent.

THE EDDY PERKINS CITROËN ID

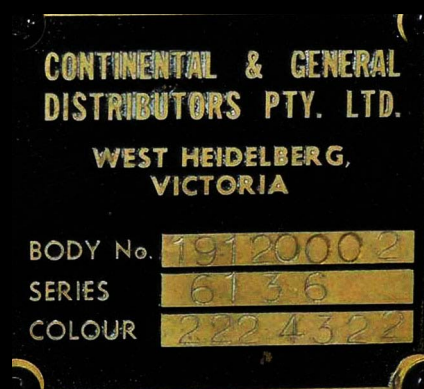


Story by Rob Little. THE EDDIE PERKINS ID

The chance to restore a rust free ID Citroën does not present itself every day but this was the case I found when I first inspected Eddie Perkins' car in Harcourt, Victoria.

This discovery had led from the many conversations held between myself and long term friend and Citroënist, Bob King. I had expressed the desire to restore an ID as I thought it would make a great book end to the 1974 D Special I had restored earlier. It was around mid 2003 when Bob contacted me to tell me about this ID in Harcourt. I told him that I would have a look at it but time went by and eventually we decided to inspect the car on the 2nd of August, 2003, as we were going to Warrnambool and could travel via Harcourt.

We travelled to Harcourt in the company of another couple and when we arrived at Eddie's home, after introductions it was actually my wife Libby and our friend who first saw the car as the girls entered the shed first, as us guys wandered around the property talking with Eddie about many other topics. On seeing the car my wife commented that I will buy this car as it was in good condition, our friend questioned her ability to assess a car, to which Libby replied that after being married to a mechanic for many years she could pick a good car from the rest. Of course Libby was correct and after inspecting the car and finding it rust free, I agreed to buy it. I made an offer which was accepted, then Eddie added "there is another ID out the back that goes with it". I eventually picked up both cars over the weekend of the 30th of August, 2003 and not only did I get the second car but also a suitcase full of paperwork, from the original purchase receipts, drivers handbook, many Citroën sales brochures, spare parts and all of the tools Eddie had made to service the car with, when I looked in the glovebox there was still the cardboard tube of touch up paint that was supplied with cars in those days!



Eddie and his family had taken up a soldier settlement block in the Mallee, near the small town of Cowangie, possibly one of the driest places in Victoria, this surely explained the rust free condition of the car. Eddie was an active rally and race driver competing in many events of the day. He did win the 1957 Redex Trial, which in it's day was bigger and just as widely covered as the Bathurst 1000. As a part of the prize he received a free entry into the Monte Carlo Rally in Europe, so after flying to Stuttgart and picking up a new Porsche 356B, he competed in the Monte Carlo, he told me all he saw was the tailpipes of these bloody Citroëns! Eddie returned to Australia and after campaigning the Porsche for awhile traded it in on the ID Citroën, he received £1500 trade in and had to pay an extra £90/18/6 to complete the transaction. On the delivery sheet it shows that the Citroën was delivered with a full tank of fuel. (those were the days) Eddie drove the ID for the next 20 years, then parked it in the shed for the next 20, covering just over 200,000 miles. When I purchased the car. He told me it was always driven at 80 mph and returned 30 mpg. By that time the car would start but was not a runner as the coolant was escaping into the sump, I eventually found the cylinder head to be completely corroded away allowing the coolant to escape via a hole just under the valve rocker gear.

Restoration began almost immediately, all of the panels were removed and assessed, the interior stripped, all of the glass and the roof removed. This revealed a perfect roof frame, which I was told was not unusual for an ID. The upholstery was in great condition but very dirty, I had a friend Brian Briggs who carried out vinyl repairs professionally, so he was called in to re-paint the seats, he eventually re-painted the sill panels, A, B and C pillar panels, sun visors and rear floor mat, even the rear of the rear view mirror and the black vinyl padding on the dashboard. The red colour was matched to the new vinyl that was being used on the new door cards that were being made by my trusted local upholsterer, Rob Mansfield at Solar City Canvas & Upholsterers.

The body panels after stripping and cleaning were taken to Freer's Panel Works in Mooroopna, with whom I had a long association and the roof, after painting was given to the upholsterer to have a new headlining fitted. This left me with the mountains of cleaning, polishing stainless steel parts that only a restorer can relate to, but the further I went the more determined I became to return the car to it's original state. The bumper bars on ID's have polished aluminium risers on the front and rear bars, on the rear bars I used stainless parts from a later D and the same with the reflectors, the aluminium mounts and trims were all replaced with stainless components. The risers on the front bar were chrome plated by a company in Bendigo, I have since found a better operator in Adelaide so they may be replaced yet again. Hubcaps were a problem to source as the car should have the small, rounded caps but after giving

EDDY PERKINS CITROËN ID CONT

some help to Karl Backman from Sydney he donated a set of DS caps for the car, Ted Cross had earlier offered me another set so I quickly exchanged a front bumper bar for his set. I ended up with 9 of these caps, of which 5 could be salvaged. Our local metal polisher Mewo Metal Polishers carried out the repair work on these and the front bumper bar to a meticulous standard.

Another piece of good luck came my way quite early when Bob King phoned me to say that he had a new rubber front floor mat for my car and that he would donate it to the cause. Bob had been storing it for years as a spare for his early ID's but as he had sold them and it would not fit his 1963 model, he no longer required it.

The car did suffer quite a setback in 2007, while Libby and I were overseas on a holiday we returned to find the ID had been backed into by one of our school buses, the car was sitting on stands with the painted doors sitting on the hinges but no glass, etc fitted at the time. This resulted in both left hand doors being badly damaged, this setback plus other family and business pressures delayed the restoration for some years.

Work on the ID re-commenced after some time, I finished the body up to the A pillars, all glass, upholstery, re-fitted the roof. The car was complete and able to be closed up to prevent the interior from getting dusty while the rest of the work was carried out. I worked through the engine and transmission, then it was time to get the car on the hoist to detail the engine bay. This operation took around 6 months, scraping and cleaning as I found the Mallee sand and LHS2 a hard to move coating, the underbody was taken back to bare metal, rust proofed, then re-sealed, all suspension and hydraulic lines cleaned and a good coat of chassis black applied. Finally the re-fitting of the power train which all went pretty well, fired the engine, hydraulics all working correctly but then found the front height corrector was leaking, a c/o replacement was sourced from DS. Sassen in Germany, leak stopped, we continued. The transmission cover plates under the front of the car were in a fairly rough state, I contacted Darren at Citroën Classics in the U.K. and asked if there was any hope of finding better examples, after a few days he came back to me, he had found a pair that were brand new and never been fitted to a car but the price was £150.00 plus freight. At this stage price was secondary. I eventually got the car to a roadworthy state after fitting external mirrors, seatbelts, new tyres and tubes early in 2017. I registered it on the 28th of February but soon found the muffler was developing more holes every time I drove it, after checking there was nothing available locally DS. Sassen came to the rescue once again with a new stainless steel muffler delivered

in time to be fitted before our trip to the Tasmanian Cit-in, this time it was a mere \$1,250.00 but well worth it. So it was with just 300 miles of testing we took off for Tasmania. We completed the tour of Tasmania covering some 3,000 kilometres with very minor problems, mainly body adjustments. When we returned from Tasmania, I fitted a 123 Ignition and new coil as we were taking the car to Canberra for the Aus-traction event in June, this improved it's hill climbing ability dramatically, the drive to Canberra was accomplished without changing out of top gear! Overall I am satisfied with the result and the car is a fitting tribute to it's previous owner, it is such a pity it was not finished in time to give Eddie one last ride as he wished.

Rob Little.

Below. Rob's ID in Tasmania at CIT-IN 2017.

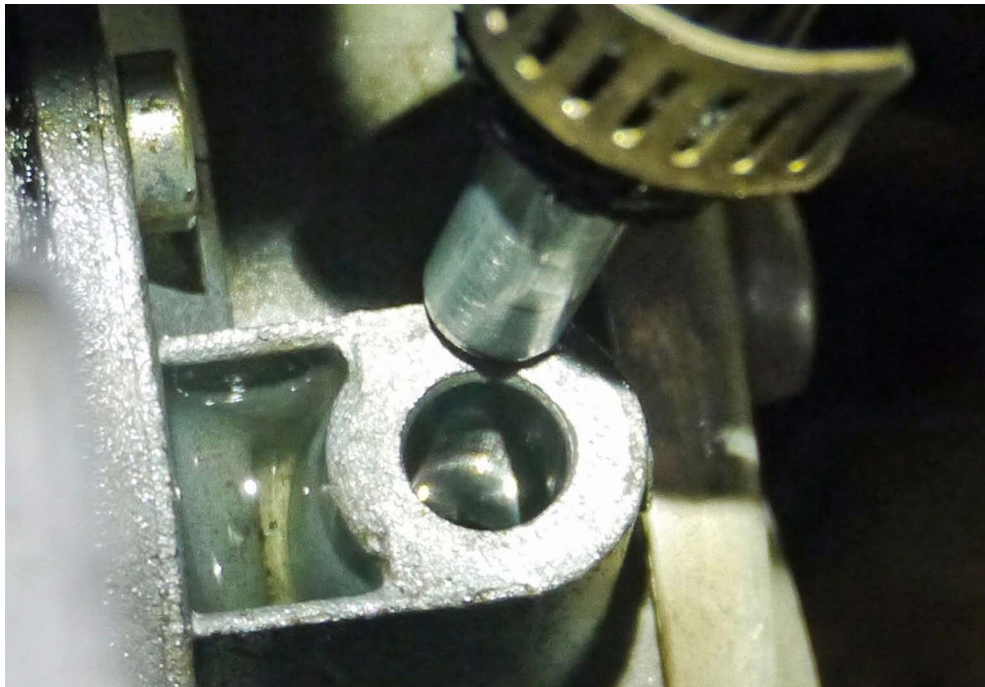


Petrol Leaks

By Bruce Stringer Web Wallah

They say things come in threes and I am now starting to believe it. Ever since we purchased our 2CV Bamboo in 2005 it has been plagued by a constant petrol smell. Over the years I have tried to chase it down but it has never really quite gone away. Inspected the fuel line, petrol tank taken out and checked, fuel filter changed and fuel pump replaced due to the old one failing.

Here, I need to digress a little. At the same time the 2 CV was purchased I also purchased a L15. Both were purchased in Qld and were headed back to Geelong, Victoria. The first to head south was the Traction and Brian Wade helped me with the paper work. In my many discussions with Brian I asked him about D's and their reliability. He had had no real problem with them except one which caught fire due to the inlet pipe connection coming out of the Solex carburettor.



Before venturing south with the Traction I took it for a few refresher drives having not driven one since my University days in the sixties and on one of these jaunts the smell of petrol became a little concerning. On lifting the bonnet I was greeted with a carburettor awash with petrol and staring at what Brian had described happened to his car. Fortunately, there was no fire!!

The problem was subsequently permanently fixed by Lance Collins putting in a threaded male tailpiece. He also ensured the rest of the mechanicals were OK for the journey to Geelong which was a great trip and trouble free.

Fast forward to 2014 and my Article in Front Drive "Learning the Hard Way" (Vol 38 No 3 Pg 46) about my misfortune when driving the DS on a visit to see David Gries in Melbourne. The exact same thing happened with the fuel pump this time and I used the same fix with threaded male tail pieces for both the inlet and outlet of the pump. Now back to my story and no doubt you can guess what is coming. Once again I am peering at the engine of the 2 CV wondering why it doesn't like starting when I see a little pool of petrol sitting in a recess at the top of the pump next to the outlet pipe. How can that be? I know I tightened that hose clip when I replaced the pump. OK so maybe I didn't. When I tried to tighten it, you guessed it, the pipe was loose and just lifted out. The infection had spread to yet another of my cars!

The treatment was the same as the others and the petrol smell seems to have disappeared. See Photos.

Prevention is better than cure so I will be slowly but surely giving the same treatment to any other similar inlets and outlets.



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