

FRONT DRIVE

**Australia's National Magazine
For Citroën Owners And Enthusiasts**



VISA FOR A HOLIDAY



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 January 15

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COVER IMAGE

Citroën Visa Comercial (C15) with a British Motorhome conversion built on the back

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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.

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	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,

This magazine is themed as the Caravan and Commercial issue with the holiday season approaching.

Some of you may be thinking "Commercial Citroëns", he has lost the plot, when this Club is dedicated to Citroën's over thirty years old. The sad reality of past Citroën marketing strategy is that for a number of model years the Belingo has outsold all the other Citroën models on offer and having been on the market now for at least seventeen years we could see an avalanche of Belingo's in the Club in a few years.

The other reason for covering the Visa/C15 and other commercials is that we have only had a small fraction of the Citroën range offered in Australia, even after 2001 when the C5 and others arrived the range was minimal, so you are going to have coverage of the more obscure models in future issues. A number of future issues will also cover milestones/birthdays in various models of the Citroën range.

This issue might seem a little heavy on past events, but I am not trying to promote "event envy" from those who could not attend, but rather encourage others to come up with something that might interest their fellow members.

Finally I wish you all a safe and healthy Festive Season.

PS. Note the early cut off date for the Stokes Collection day run on page 12.

Russell Wade. Editor.



Acting PREZ SEZ

Hello All

I trust you are all gearing up for the festive season & looking forward to the end of yet another busy year. I don't know about anyone else but the older you get the faster the years seem to go by.

The last general meeting whilst not greatly attended was very interesting and enjoyable with member Clare Hadaway and friend Ursula Alexander Smith (President of the Hand-weavers and Spinners Guild of Victoria) giving us an insight into spinning and knitting with wool/yarn/silk etc. Clare and Ursula brought along a lot of "their tools of trade" so we were able to see them first hand.

Thank you once again to Helen Cross for providing yet another "yummy" supper, an also thanks to her helpers – Gaye Herbert etc.

The next Club function to be held on the 10th December is the joint CCOCA / CCCV Christmas BBQ at our Club Room at Frog Hollow Reserve. If you are attending please contact Lee Dennes so that we can have an idea of numbers for catering purposes. CCCV is providing the meat and CCOCA the bread and salads, so you just need to bring tables / chairs / plates / cutlery / glasses and whatever beverages you may wish.

Apart from the usual events held throughout the year – namely the Concourse, FCF, Cit-in, Oz-traction and Bastille Day celebration – we have planned a few other events that we hope you will support and enjoy.

It is with sadness that once again I report the passing of another old Club member - Maurie Pilens (16th of November) and pass on the Club's deepest sympathies to his wife Ruth (a past club treasurer) and family. I am sure I can speak for all members in expressing that our thoughts are with Ruth at this sad time.

continued p 6





Acting PREZ SEZ continued

I don't have much else to report this time, but I would like to take this opportunity to wish you one and all a very Happy Christmas and very best wishes for a healthy and trouble free 2018.

A bientôt.....

Happy times with your Citroëns.

Cheers Kay



Raid in a day

MONTH January

If you have a 2CV and missed out on Raid New Zealand, or if you're going on Raid NZ and wish to hone your off-road driving skills, then this event is for you.

Designed specifically for A type Citroëns, it is a none to arduous ramble along forest fire trails culminating in lunch at a pub that serves slap-up lunches (\$20 - \$25) and features a wine list from local vineyards and boutique brewery beers. You'll drive home along the Great Ocean Road.

Details:

WHEN: Saturday 20 January 2018.

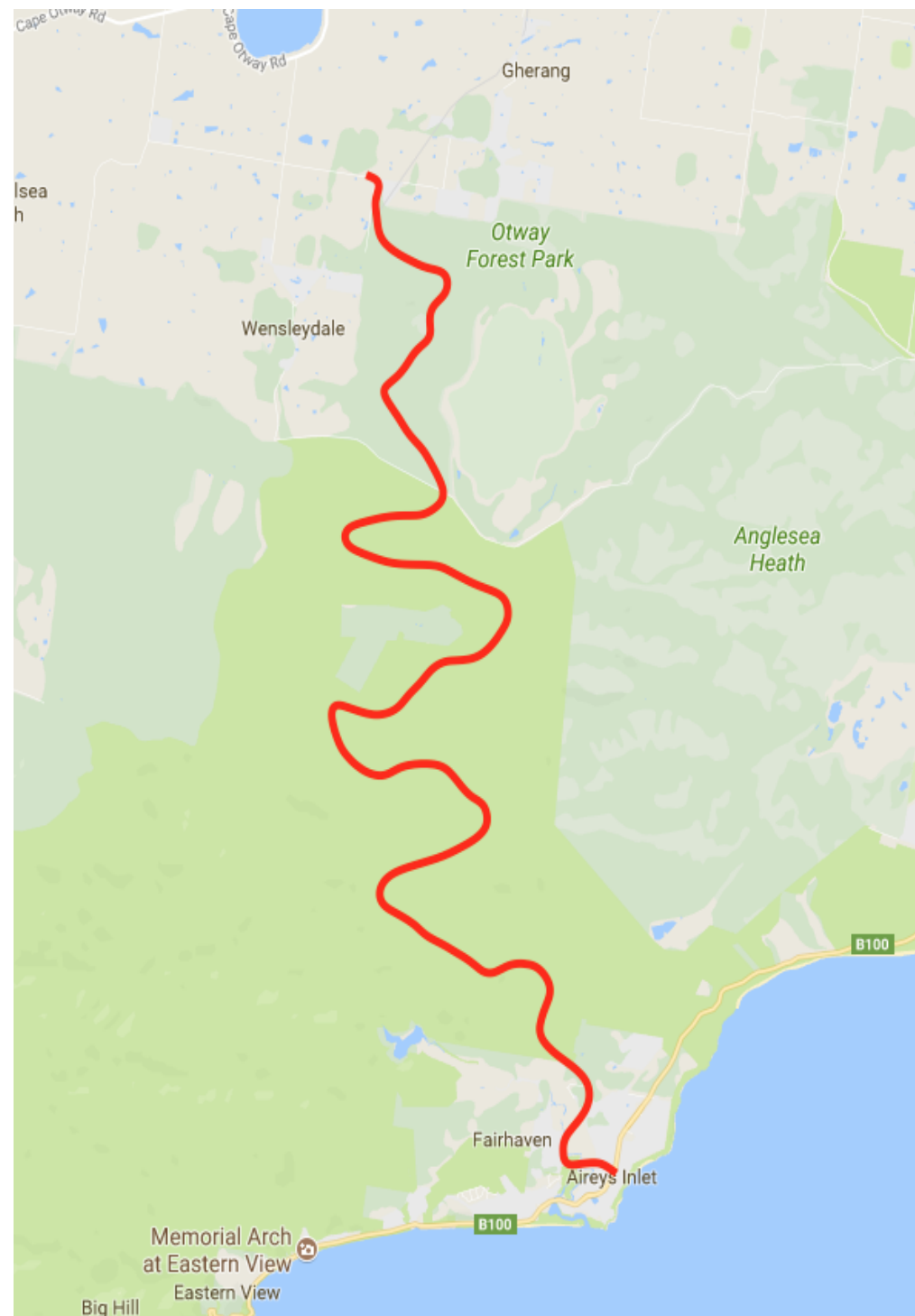
WHERE: 08.00 hrs Meet at the Todd Rd Service Centre – Southbound.
08.15 hrs Depart for Gherang.
09.30 hrs Arrive at a homestead on the edge of the East Otwa State Forest in time for morning tea.

10.00 hrs Have fun driving the fire trails through the forest to Aireys Beach.

WHAT: Designed not to damage your car, the route through the forest will be determined in line with the weather conditions just prior to 20 Jan. We will have several local guides travel with us to ensure nobody gets lost and misses out on the pub lunch. No need to retrace the route after lunch as you will drive back home via The Great Ocean Road and Geelong.

RSVP: Essential: By Friday 12 January to Dave Rogers Mb: 0422 229 484 or

Email: drogers11@gmail.com



Combined CCOCA/CCCV BBQ

MONTH January

This year's Australia Day BBQ will be celebrated a little earlier as the Australia Day holiday falls on a Friday making for a long weekend.



EVENT: Combined CCOCA /CCCV BBQ

WHEN: Wednesday 24 January

TIME: 6.30pm

WHERE: Frog Hollow Reserve

COST: Nil

RSVP: Preferred

BOOKINGS: No

BRING: Everything for a BYO, BBQ including tables and chairs.

CONTACT: CCOCA Lee Dennes 0438 286 181

Proudly Presented by
THE ASSOCIATION OF
MOTORING CLUBS





Classic Showcase

Yarra Glen Racecourse, Armstrong Avenue, Yarra Glen

Sunday 25th February 2018

AC
Allard
Alvis
Armstrong Siddeley
Aston Martin
Austin
Austin Healey
Austin Healey
Austin Healey

In
Jag
Jensen
Jowett
Land Rover
Lanchester
Lamborghini
Lotus
MG
Mini
Morris
Morris Minor
Riley
Rolls Royce
Rover
Singer
Standard
Standard Vanguard
Sunbeam Talbot
Talbot
Triumph
Vauxhall
Wolseley
Zephyr, Zodiac



marking the annual
Club Concours

Alfa Romeo
Auto Union
BMW
Borgward
Citroën
Delage
Delahaye
Excelsior
Ferrari
Fiat
Karmann Ghia
Goggomobil
Porsche
Lancia
Maserati
Mercedes Benz
Opel
Peugeot
Renault
SAAB
Skoda
Tatra
Volvo
Unic
Volkswagen

Citroën is there again

A joint CCOCA and CCCV event

We want all the 2CV owners

to come along to celebrate

their 70 year birthday

RSVP Ian Downie 0452411104

after 1st February

Display cars \$15.00 all occupants included

Spectators \$8.00 RACV card holders \$6

Children free

Gates open:

Display cars at 9.00am

Spectators 10.00am

Club displays encouraged.

For more info contact 03 9890 0524

www.aomc.asn.au/classicshowcase2018

fb.com/infoaomc

• **Childrens' entertainment**

• **Music**

• **Trophies**

• **Vendors**

TEDDIES TERRIFIC TOUR

MONTH March

DAY 1 Monday 26th March 2018

Melbourne to Deniliquin

ACCOMMODATION

Riverside Caravan Park phone (03) 5881 1284

<http://www.deniliquinriversidecaravanpark.com.au/>

Contact person - Shelley

At the time of writing there were 13 cabins available

DINNER - Deniliquin RSL

DAY 2 Tuesday 27th March 2018

Deniliquin to Forbes NSW via Hay

ACCOMMODATION -

Forbes Country Club Caravan Park phone (02) 6852 1957

Contact person Nick

https://www.tripadvisor.com.au/Hotel_Review-g488320-d10954414-Reviews-Country_Club_Caravan_Park-Forbes_New_South_Wales.html

Town and Country Motor Inn phone 02 6852 3444

<http://forbesmotel.net.au/accommodation/>

Contact person Marissa

DINNER - Forbes Golf Club

Day 3 continued on the next page.....

DAY 3 Wednesday 28th March 2018

Forbes to Pilliga NSW

ACCOMMODATION -

Barkala Farm stay is a working Australian farm and also the home of the famous Pilliga Pottery. Phone 02 6842 2239

There are several different options of accommodation on the farm.

Contact Rani or Maria

DINNER - At Barkala on the property, possibly as many pizzas as you can eat for \$20 per person - or something else - to be sorted out closer to the date.

<http://www.barkalafarmstay.com.au/farmstay-accomodatio>

DAY 4 Thursday 29th March 2018

Pilliga NSW to Texas Queensland

ACCOMMODATION -

Stockman Hotel phone 07 4653 1310

It is a country pub - 8 bedrooms upstairs and 5 motel rooms as well across the yard.

Contact Amanda

DINNER - in the hotel dining room.

https://www.tripadvisor.com.au/Restaurant_Review-g580485-d12290539-Reviews-Stockman_Hotel-Texas_Queensland.html

More accommodation across the road at Texas Motel, 10 motel rooms - phone

(07) 4653 1300

Contact Eve

DAY 5 Friday 30th March 2018

Texas To Dalby, ready to start CITIN 2018

Teddie's Terrific Tour / Helen's Happy Holiday is over for another year!

STOKES COLLECTION

MONTH April

Many antique experts regard the Stokes Collection as one of the greatest private collections of porcelain, furniture and art in Australia, and equal to many that can be seen overseas.

It is not open to the public and therefore requires payment in advance, hence the early RSVP date.

Bookings close: 26 Febuary 2018

The guided tour is of a 2-hour duration and after a BYO picnic lunch in the Gardens we are free to wander the Forest Glade Gardens. If the weather is inclement we will seek out another venue.

Visit their website to see what a treat we are in for.

- EVENT:** Visit to The Stokes Collection
<https://thestokescollection.com.au/#stokescollection1>
- WHEN:** Sunday 22 April
- TIME:** Tour starts 10.00 a
- WHERE:** The Stokes Collection is situated in the Forest Glade Gardens
816 Mount Macedon Road, Mount Macedon, Victoria
- COST:** \$30 per person This fee includes a tour of both the Collection and Forest Glade Gardens.
- BRING:** A picnic lunch and chairs
- RSVP:** Monday 26 February
- BOOKINGS:** Essential Sue Bryant
- CONTACT:** General Enquiries Lee Dennes 0438 286 181
Payment Sue Bryant 0412 518 849

Bookings close: 26 February 2018

See next page for Registration Form.

Stokes Collection - Registration Form

Bookings close: 26 February 2018

Name _____
Address _____
Suburb _____ Post Code. _____
E-mail _____

Registration fees are \$30.00 per adult

Names attending including yourself

TOTAL	

Payment:

- 1 I have enclosed cheque payable to Citroën Classic Owners Club of Australia Inc.
- 2 I authorise CCOCA to charge my credit card with \$_____
- Card Type: Visa / Master (circle)

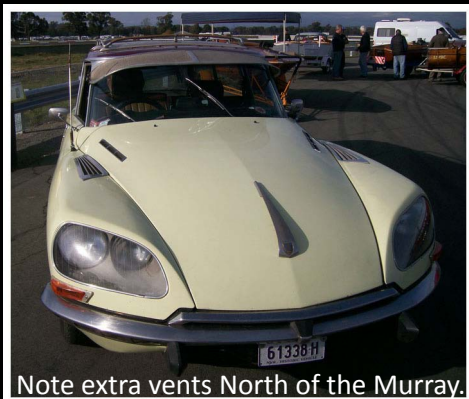
Name on card: _____
Card No: _____ Exp. Date: _____
Signed: _____

Mail completed form to: CCOCA Treasurer: Sue Bryant P.O. Box 459, Yarra Glen Vic 3775
treasurer@citrenclassic.org.au

Any refunds will be at the discretion of the organisers.

WINTON 2017

Not listed as one of the Clubs official events, the organisers sent free passes to the Club at late notice to encourage some Citroën participation. Winton as always turns up something different, not millions of local Citroëns but a few nevertheless.



Note extra vents North of the Murray.

In the pits area were a classic pair, a pair of opposites with aircraft connections.

A "GN" (lower left) (Godfrey and Nash, Nash of Fraser Nash fame) with the famous/ infamous chain drive transmission using dog clutches. In the finest Aussie tradition this was fitted with a "made in the shed" engine, this was an air cooled 6 litre V twin utilising 2 cylinders off a radial aircraft engine on a homemade crankcase, each cylinder displacing 3 litres. The car had an unpadded aluminium seat and because getting the engine to run took precedence over getting it to run smoothly it took the notion of a Vibrator to unprecedented levels. It's roommate (lower right) using an 12 cylinder aircraft engine took scale to another level, note the size of the exhaust and drive chain (the guy in the photo was over 6 feet tall). Engine shown on next page.

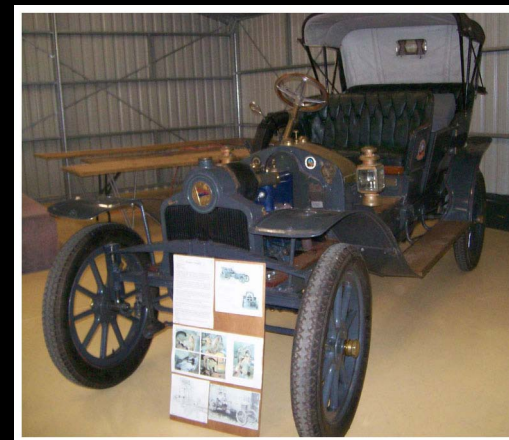


In one of the sheds that I had never explored before were 2 cars that were much cruder in a more sophisticated way (they were much older), yes 2 French Beauties/Rarities the Sizare Naudin's, both of 1909, of member Mark McKibbin and former member Andrew McDougal. These are remarkable wooden chassis, single cylinder cars from the era when cars were evolving (yes I know they are still evolving).

With an unusual rear transmission, ie a crownwheel with 3 rows of teeth and the pinion moves back and forth and a second crownwheel opposite the other for reverse.

Finally if you have kept a spare DC3 fuselage behind the shed just in case you might need it one day, here's an idea for you, a DC3 camper van.

Russell Wade. Editor.



Mark's car shown above.

Andrew's car shown below



MOTORCLASSICA 2017



Motorclassica

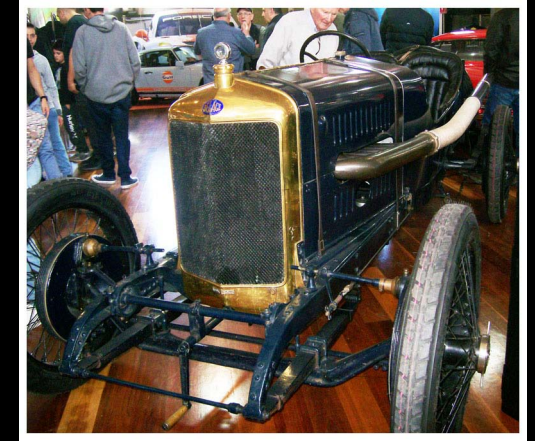


Inside. Pretty in Pink

Outside. Citing in the sun.

Photo. Courtesy Robyn Barlow

Motorclassica although expensive seems able to draw out the unexpected and this year it seemed to major on tasteful quality, not meaning Rollers Jags or Bentleys although there was a sea of red outside (70 years of Ferrari) but a fantastic array of Lancia's such as the Stratos with engine cover open (below) as well as Holdens in every shape and colour only weeks before the local production was to end, with one of the next model Opel derived/built ZB Holden Commodore on display, (below right)



The stunners were the D type Jaguar for auction with an estimate of \$7 to \$8 million, it failed to sell. The other truly exotic (French) was the 1914 Delage type S Grand Prix, of Stuart Murdoch, one of only four built and the only one surviving. Much has been written about this car lately as it suffered metal fatigue and subsequent unrepairable cracking of the engine block after a mere 100 years. The original 1914 engine was built to win races regardless of cost or complication, think four valves per cylinder, four cylinder, monoblock (head and block cast as one), roller bearing crank, desmodromic valves (mechanically closed) and twin overhead camshafts. The problem with making a new monoblock was that some design flaws had contributed to its failure and the sand cores needed for internal oil and water passages were incredibly difficult to make, the novel solution was a 3D scan of the block then the 3D sand printing of the 14 sand cores/moulds needed to form the shape of the block. One block was cast then cut up to check it out internally and after a few modifications on the computer a second set of sand cores/moulds were printed up and the final block was cast. The original block was not cut or damaged and is being retained as part of the cars history. If you have the time, then consult Mr Google under "1914 Delage engine rebuild", most sites have a link to the UTube video of a segment of the ABC 7.30 report featuring one of your fellow CCOCA members enjoying himself while narrating the segment.
Russell Wade. Editor.

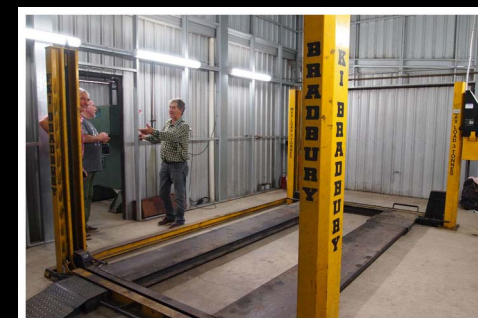
Below. See Red or Sea of Red.



DAY RUN TO EAGLEHAWK

Over the past couple of years there have been some fantastic day trips organised by our out of town members, sometimes referred to as “shed inspections”. These events also include such things as Bastille Day run to Yea, and without appearing to demean any past events the run to Barb and Rini Zysvelt’s comes near the top of the tree.

The run up was nothing to shout about as most members made their own way to the rendezvous point at Kangaroo Flat rather than travel in convoy. Then on to the Bendigo Veteran, Vintage & Classic Car Clubrooms for a CWA style morning tea and an eye popping dose of Club Room envy.



For a club of a similar size to CCOCA their facilities were simply stupendous, the source of their income comes as a co-partner with the Federation of Veteran, Vintage and Classic Vehicle Clubs (known as the Federation) in the running of the Bendigo Swap Meet, arguably the biggest and best swap in Australia. Being a regular attendee at Bendigo Swap I felt I had contributed to the facilities in some small way. Then onto another outer suburb of Bendigo, Eaglehawk to Rini and Barb’s for lunch. First impression, “What a Driveway”, all the Citroëns fitted into the drive, I parked my Japanese Citroën (Subaru) in the street but 3 or 4 more Cits could have fitted in.





The outdoor kitchen and BBQ facilities as well as the shaded tables and chairs took El Fresco dining to another level (I have not run out of superlatives yet). Thanks to Barb, daughter Melisa and her 2 boys and anyone else behind the scene for getting the lunch and facilities so well organised, it really showed.



After lunch there was a smidge of segregation with the girls viewing Barb's china and antique collection while the guys retreated to Rini's "man cave" to see trophies and mementos of a "man of action" on two and four wheels.



The outdoor trek past the two wonderfully growly chiens sent we townies into “land envy” with the T shaped rear of the block holding a surprise around each of the many corners with “lean too built onto lean too” (no criticism implied). With the Citroën being the anchor of his collection, I was reminded of a VicRoads guy saying at the introduction of the Log Book Club Permit Scheme that they (VicRoads) didn’t mind if we had a different Club Permit car for each day of the week. The most commendable thing about Rini’s many and varied collection was that he had taken that notion to the next level as most of his cars were restored and useable on club plates giving him the choice of two for each day of the week, the restored cars well outnumbering those awaiting some titivation.

Rini may not be a "rusted on" Citroënist but he is right up there with the true Classic Car Officiendo's.



Triumph and Tatra



Buick and ClassicTiffany



Tatra. Under the rear bonnet



Well done Rini and Barb, thanks for a fantastic Classic Car event. Russell Wade. Ed-



ROB ROY 19-11-2017



The 26th Historic and Classic Hillclimb saw 4 Citroëns in the car park and 2 CCOCA club members competing. Mike and Jennie Killingsworth had brought 2 competitive vehicles, the blue Holden EH of Peking to Paris fame and the red Clubman style car.

Below, Jennie about to put her foot down.



It is very rare to see French cars competing although a few years ago the rarest of rare French vehicles, a Bedelia competed (pronounced "BAYDALIA" to rhyme with failure). After seeing this image, if you repeat the name 10 times you will remember it forever because it features the driver sitting in the back. Note the lever to move the rear axle back to tighten the belt and the cable and bobbin steering on the next page.





Left, cable and bobbin steering on the Bedelia.

So on Sunday the 19th of November French Honour was upheld by Bob, seen here on the start line (upper right) in his Alpine A310 (tuned Renault 16 engine French beauty).

But without a doubt the most astonishing thing I have ever seen (after about 10 years attending Rob Roy) was a Citroën actually competing on the hillclimb. This was Wolfgang Siem (CCCV) in his Xantia V6 automatic doing his best to prove not all Citroën autoboxes are duds.

On the next page Wolfgang is about to blast off the start line in his daily driver complete with roof bars. (reducing weight is more important than streamlining, Wolfgang had removed the parcel shelf, spare wheel, tools, raincoat and the jumper leads to gain a few seconds advantage).

The second most astonishing vehicle was Brendon in "Heavy Henry" a Ford F100 with a monstrous heart (460 cubic inches or 7.5 litres of V8 iron) again with an auto box.

The last image, the "Lil Stinker" typifies the "made in a shed" post war specials where anything goes as long as it goes, once considered worthless but now a Sunday fun machine for those who can afford to outbid others for the privilege.

Needless Wolfgang, Brendon and the Lil Stinker did not manage FTD (fastest time of the day), achieved by a dedicated hillclimb special akin to a go kart on steroids, powered by a Kawasaki two stroke triple, but they sure had relatively harmless fun.

The property the hill climb is on is owned by Melbourne Water but as an unneeded asset looks set to be sold off, so there are some doubts whether Rob Roy will be able to celebrate 80 years since the first hillclimb in 1938 next year.

Russell Wade. Editor.



SPINNING WITH CLARE



Kay Belcourt's Introduction

Acting President Kay has given a wonderful "spin" on the evening from a ladies perspective in her "Prez Sez" to which I am adding some images taken on the night. Not being one to boast, my limited knowledge on the subject comes from being a "farm boy", we had sheep on the farm.

Fifty or more years ago working in the big smoke I sourced 4 spinning wheel kits that I assembled, ran in and tuned up for my mother and her friends. Being an impatient type of person I have never had the inclination or will to pick up a knitting needle. However, as an exercise to prove how easily it could be done all those years ago, I have actually shorn a sheep, washed, dyed and spun the wool and made a jumper on a knitting machine. It seemed like an interesting idea at the time.

Another "pearl" from the evening was, not to bother saving the fur from the Spring trim of Fido or Fluffy as it is too coarse to spin and not long enough to make rope. Also, another revelation was that Ursula always takes a small hand spindle (collapsible) and some wool with her to while away the time, even when travelling on a plane or train.



Above, different types of wool samples, garments and various sized hand spindles.

Right, Ursula demonstrates a small hand spindle (hanging from her right hand).

Below, Kay thanks Clare (left) and Ursula (right).



Overall a better than expected turnout on a very hot evening.

Thanks Clare and Ursula.

Russell Wade. Editor.

CITROËN CARAVAN AND CAMPING

The European motoring scene has long had an enthusiasm for multi purpose vehicles, and so has a lower purchase price and larger range to choose from, simply because of the number produced. The small motorhome/campervan is largely a European invention so in 2017 there is still a range of vans being converted to cater for all tastes. The larger versions are mainly used by hire companies while the smaller types can be kept at home and used as a second car or work vehicle.

Shown below are some of the current Citroën range of vans converted (in order of size) by outside companies.

Citroën Nemo.
(Peugeot Bipper)



Citroën Berlingo.
(Peugeot Partner)



Citroën Jumpy.
(Citroën Dispatch in Australia)



Citroën Jumper.
(Fiat Ducato in Australia)



Citroën AMI



Citroën Visa (early) note grille

The cover vehicle is a Citroën C15, a commercial variant of the Citroën Visa built from 1978 to 1988, then followed by the Citroën AX. No commercial variant of the AX was made so the C15 soldiered on until 1996 when the first Berlingo arrived. You may not be familiar with the Visa as less than a handful exist in Australia, most owned by the previous Editor of Front Drive, Leigh Miles. I will relate Leigh's story regarding his Visa Fleet next year to mark the 40th anniversary of the Visa. The Visa was originally intended as a replacement for the AMI and for European purposes was classed as a "Supermini C" for insurance and taxation purposes. Why all this ramble when you will get an article about the Visa next year? The answer, the cover image is incredibly flattering/deceptive, the Visa/C15 is incredibly small, possibly smaller than that most elusive of Citroëns sold in Australia the C2.

Compare size with the 2CV (Picture courtesy 2CV GB)





Back in the nineties Citroën had a limited range of vans partly caused by the merger with Peugeot in 1978 as shown on the 1991 brochure on the left. The two factory versions of the C15 shown in the upper two images are the standard van and the rare pickup (shown with canopy). Below these are two versions produced by outside companies, that on the left has a higher roof and a longer body (more rear overhang) to increase load space while the six wheel version (middle right) can carry both longer and heavier loads.



Below left is the bare cab chassis version for special bodies to be built on, because it is front wheel drive it is easy to extend the wheelbase. Note there is no back in the cab, later vans such as the Belingo were also available in this form. Since there was no demand for these light vans in cab chassis form in Australia we have never seen them.

Many of the feature vans/motorhomes in this article are built by the Romahome company, a major converter of Citroën commercials since the eighties, not sure if they have a good relationship with the local Citroën dealer, or the factory or they are just Citroën enthusiasts.

Below left shows the rear of the cover vehicle, not as neat as the front and typically English with split/stable type rear doors.

Below right shows the interior looking towards the cab, stove and frig on the right.

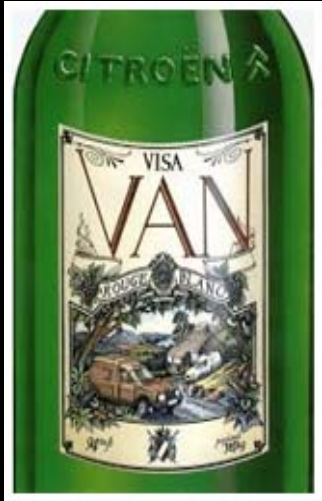
Middle left shows the Romahome brochure with the standard motorhome on the left and the pop top version known as the Hi Lo version for people with low garages shown on the right.

Bottom left is a South American version, much like our caravans with sheeting tacked on a frame rather than fibreglass as on the Romahome versions.

Lower right is the Packhorse version (not for transporting horses) but as a small furniture van capable of getting down old narrow European streets.



FRENCH VAN MANIA/MADNESS



Having possibly never seen a Citroën Visa/C15 van you may be wondering "who cares". Well obviously the French do, as they love their small vans enough to go to the trouble of producing the Rough Blanc wine shown top left.



These small vans were once the most popular vehicles in France because you could take your onions or geese to market during the week and fit a simple folding rear seat to use them as a family car on the weekends.

The upper middle image shows a more sophisticated conversion on a Citroën C15 as a five seater people mover/van.



Lower middle. Because they love their vans so much, someone in France has come up with this custom made van version of a Citroën Cactus, not available from a dealer.



Bottom. Taking the van madness further someone has had the time and inclination to make a custom front on a late Belingo Taxi to mimic the front of a London black cab.

FRENCH CARAVAN CAPERS



As the French economy improved in the sixties some companys were seduced by the new wonder material Fibreglass producing the three wondrous shapes on the left. Note the strange headlights on the DS upper left.



The 2CV and AMI below have small but coventional caravans made by the low volume method of tacking aluminium onto a frame (easy to adjust the size).



The lower right shows an AMI with a French Rapido folding caravan, see next issue for Rapido story.



WHEN IS A CITROËN NOT A CITROËN ? WHEN IT'S A TOYOTA



PSA (Peugeot/Citroën) have a majority shareholding in a factory near Valenciennes in Northern France, the other shareholder was Fiat who have reduced their assets by selling it to a third party. The holding company is known as Sevel, who own several factories, this one being known as Sevel Nord (north) as it is in the Department of the Nord.

The company produces the mid range vans as well as some low volume variants of other vehicles such as the Belingo.

PSA products account for about three quarters of the production so, being in France and not owned by Fiat we will refer to it as a Citroën factory.

Because Toyota has a presence in Europe, but insufficient sales to warrant commercial vehicle production in Europe they have decided to source a Hiace sized vehicle in the form of a rebadged Citroën Dispatch (Jumpy) shown middle left and relabelled it as the Toyota Proace shown lower left.

On the next page are the revised (current) versions including people mover additions to the range. These current generation vehicles are not available in Australia, the newly appointed importers Inchcape claim their next move is to reinvigorate the commercial vehicle sales of the Citroën brand.

Russell Wade. Editor.



CURRENT RANGE PRODUCED IN VALENCIENNES

Upper right, current Dispatch/Jumpy, window van.



Centre right, people mover version known as the Citroën Spacetourer.

Below right, current Toyota Proace.



Below, the current Fiat and Peugeot versions.



Traction Oil Leaks

If you have owned a Traction for a while you have probably heard this one. How do you know when to check the engine oil level?.....when it stops leaking!!! Over time there have been a number of “fixes” to address leaks on the Traction. Seals fitted to the gearbox input shaft, speedie sleeves on the output drive coupling, silicone sealant by the handful and a number of other solutions, which I will not entertain here. One of the most annoying problems however has been the front crankshaft seal. This is essentially an oil thrower, which utilizes the spinning shaft to throw the oil back into the sump. The repair manual mentions the clearance between the halves and the shaft but this is often dismissed due to misunderstanding the importance. The manual states: Important: Oil proofing can only be assured if the oil baffle bore is concentric with the axis of the crankshaft and if the clearance between the crankshaft and baffle is within tolerance specified by our technical department. Later given as +0.01 – 0 mm

Never the less a solution was found, and to all owners delight a “rope” seal was presented as the solution. Fitting the rope seal was a challenge as it had to be compressed with the crankshaft in position and then often lasted for a while prior to the dreaded drip reappearing. Some of you may recognize this solution (below)

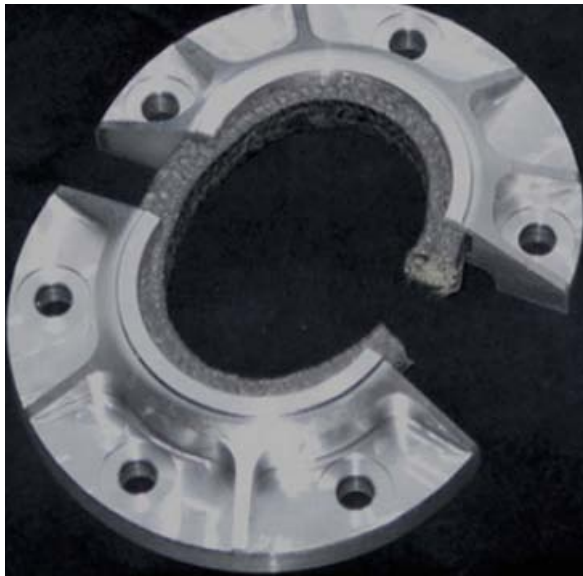
A few years back I came across an improvement to the graphite rope seal where a split seal was substituted. All attempts to purchase one of these seals were in vain as the company in Europe informed me they were no longer available. At the time I was wrestling with an oil leak, hence my persistence in following this avenue.

Eventually I gave up and it became one of those issues that a Traction owner had to live with! However out of the blue one of our members managed to source a split seal

here in Australia, which fitted the rope carrier above perfectly. Having not spoken to him personally I can only imagine it was due to his frustration with oil leaks which saw him pursue an alternative?

To the best of my knowledge he reports that the replacement seal is working and the crankshaft is not “dripping oil”

The carrier remains an expensive item yet combined with the split seal it appears a solution to the crankshaft oil leak has been solved.



If interested let me know and I'll order you the carrier as I only have one in stock. Presently I have around 35 split seals in stock.

Lance Wearne.



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