

# FRONT DRIVE

Australia's National Magazine For Citroën Owners And Enthusiasts



## CITROËN DIESELS IN AUSTRALIA

November/December 2019 Vol 43 No 5

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## POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

The Club's website is,  
[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

Citroën Classic Owners Club of Australia Inc is a  
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The Club cannot accept any responsibility for, or  
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of the Club.

Annual membership is \$55. and \$5 for additional  
members (ie partners). For overseas membership  
add \$30.

## 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

## CLUB PERMITS

Club Permit applications to VicRoads must be  
accompanied by a RWC (pre 1949 cars can be in-  
spected by a club safety officer), ownership vali-  
dation 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 en-  
velope or signed at club meetings/events if the  
appropriate officers are present.

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Ted Cross	(03) 9819 2208 (H)

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Russell Wade	(03) 9570 3486 (H)

## COVER IMAGE

Citroën diesel type 11UD as dicov-  
ered by the Editor about 40 years  
ago.

## LIFE MEMBERS

The committee awards life member-  
ship to Club members in recognition  
of their contribution to, and support  
of, the Club. Life members are:

Peter Boyle	2003
Rob Little	2012
Ted Cross	2012
Brian Wade	2017
Sue Bryant	2017

## OTHER CLUBS

Vic	<a href="http://www.citcarclub.org.au">www.citcarclub.org.au</a>
NSW	<a href="http://www.citroencarclub.org.au">www.citroencarclub.org.au</a>
QLD	<a href="http://www.citroenclubqld.org">www.citroenclubqld.org</a>
SA	<a href="http://clubcitroensa.com">http://clubcitroensa.com</a>
WA	<a href="http://www.citroenwa.com">www.citroenwa.com</a>
Tas	<a href="http://www.citroentas.org">www.citroentas.org</a>

## DEADLINE

The deadline for the next edition of  
Front Drive is Monday February 17.

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### CONTRIBUTERS TO THIS ISSUE

Chris and Ken Johnson.  
Graeme Dennes.  
Geoff Webber.

## ED SED



Hi Members,

This issue is actually the last for 2019. I'm sorry it's late, but it got bumped down the priority list when my asthma was badly aggravated by all this bushfire smoke.

Some people have said I have over-emphasised past events, but I've done it again, because I think that the Christmas BBQ with over 90 participants warrants more than just a casual mention and the Bourke and Wills tour, so ably organised by Chris and Ken Johnson was so different to the usual events, it deserves wide coverage. (Many thanks for the article, Chris.)

Talking about death here may seem a little weird, but recently a surviving spouse was caught out by last year's changes to the club subscription system. Under the Club Permit scheme, upon the death of a member the Club Permit can be transferred to a spouse at no cost, provided the spouse is an associate member. (A Club letter verifying spouse membership is required). Otherwise, the vehicle is legally unregistered. Under our new ClubHub subscription system, a spouse must submit a separate application at extra cost (\$5), and some have not, which is the reason for this warning.

On the Victorian Club Permit front, VicRoads is said to be toying with the idea of Club Permit holders having an "app" on their smart phone in place of using the logbook. An even murkier rumour is that the Victorian Government is considering privatising VicRoads in the next budget, which will almost certainly mean cost increases to satisfy shareholders, just like power and gas privatisations.

Finally, should you feel the need for more Citroën 100<sup>th</sup> anniversary, simply Google [citroen 100 ans d'innovation-documentaire](https://www.youtube.com/watch?v=0I8sRPD_HZw). Link [www.youtube.com/watch?v=0I8sRPD\\_HZw](https://www.youtube.com/watch?v=0I8sRPD_HZw)

This leads to plenty of unseen movie material, including the record breaking Petite Rosalie's. A down side is that most of it was filmed in 4:3 format.

Russell Wade. Editor

PS. I broke one of the editorial rules and used a smaller font for the last article by Geoff Webber, because it is only possible to add extra pages in blocks or multiples of four.



## PREZ SEZ

PREZ SEZ

As summer approaches, here is another great magazine for you to read.

We have just finished a great run of activities promoting Citroën. This of course, was planned to celebrate the 100 Years of Citroën celebrations that are taking place around the world in 2019.

I feel the main one was Motorclassica, and I could not have been happier with the Citroëns that were chosen and the involvement of Citroën Australia, including the delegation from France who attended, with CEO Linda Jackson. I think they were surprised that there are so many Citroën enthusiasts in Australia. They should not have been, because Citroën was one of the first companies to sell cars in Australia, and a 5CV was the first automobile to circumnavigate Australia.

We continue to attract new members to CCOCA, which is great. So, if you are new to CCOCA – welcome - and we look forward to supporting your Citroën interests throughout the rest of the club year and into the future. We also hope you will come along to an event one day, and for interstate members, the committee will explore ways to have some informal meetings interstate too.

When Helen and I visited Europe earlier in the year, we picked up a Citroën DS3 Aircross, diesel, manual, to use on our adventure. This proved to be an excellent tourer, and we took it on a 5000 km journey through France, Switzerland, Slovenia, Croatia, Italy and back to France. We averaged 4.8 litres per 100 kilometers for the entire trip, and the Aircross was comfortable, reliable, and had no faults during our ownership.

However, diesels are currently under a bit of a cloud in Australia now when people are looking to buy a new car, but the numbers did add up for us on our five-week holiday. You just need to decide what use you will have for a diesel before making a choice. Short runs around cities are not a good idea.

CONTINUED





## PREZ SEZ CONTINUED



Citroën has a long history of using diesel power in many older model Citroëns too. Russell shares some impressions on these models in this edition.



Have a great summer and be sure to drive your favourite Citroën when you can.

**Ted Cross**

## ACTIVITIES

### JANUARY

Wednesday	22	BBQ and Games	5 to 10 pm. Frog Hollow
Thursday	23	Boy's Day Out	
Sunday	26	Australia Day, Kings Domain, featuring, Australian made cars only	

### FEBRURY

Tuesday	4	Chit Chat Tuesday	
Sunday	16	Day Run to Bellarine Peninsular.	See page 9
Wednesday	26	General Meeting To Russia with Love.	See page 10
Thursday	27	Boy's Day Out	

### MARCH

Tuesday	3	Chit Chat Tuesday	
Wednesday	25	Annual General Meeting	
Thursday	26	Boy's Day Out	
		Westgate Film Festival.	TBA

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## MONTH JANUARY

**EVENT:** BBQ/Picnic and Petanque Evening

Robert Belcourt and Max Lewis will be organising these evening games which will start early to catch the best of the late afternoon light.

**WHEN:** Wednesday 22

**TIME:** 5-10pm

**WHERE:** Fred Hollow Reserve Rooms  
Fordham Ave, Camberwell

**BRING:** Everything for a BBQ/Picnic including foods, cutlery, crockery, chairs, table and drinks.

**RSVP:** Preferred Lee Dennes 0438 286 181



## MONTH

**February**

**EVENT:** Day Run to Geelong/Bellarine Peninsular



**WHEN:** Sunday 16

**TIME:** 10am

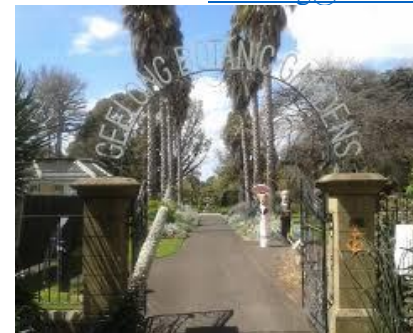
**WHERE:** Geelong Botanic Gardens and Local Attractions

**COST:** Entry fees/food at your expense

**RSVP:** Friday 7 February

**BOOKINGS:** Beverley & Bruce Stringer 0412 342 706

[bwstring@smartchat.net.au](mailto:bwstring@smartchat.net.au)



Beverley & Bruce have planned a day's outing that begins with Morning tea/coffee on arrival at Café Botanical near the Geelong Botanical Gardens which will be followed by a guided tour of the gardens.

Lunch will be at Jack Rabbit overlooking Corio Bay with views of Melbourne in the distance followed by a leisurely tour of the Peninsular and its sights as time permits.



**MONTH FEBRUARY**

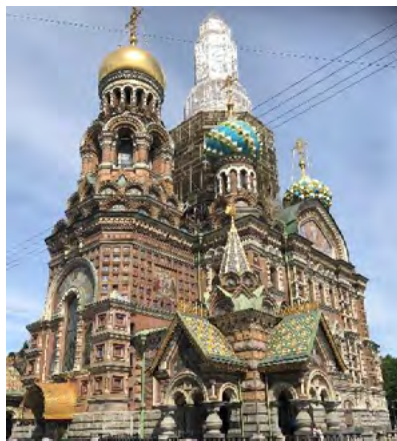
**EVENT:** Dorothea Carter & Paul Osbourn  
Present  
**'TO RUSSIA WITH LOVE'**

**WHEN:** Wednesday 26

**TIME:** 7.30pm

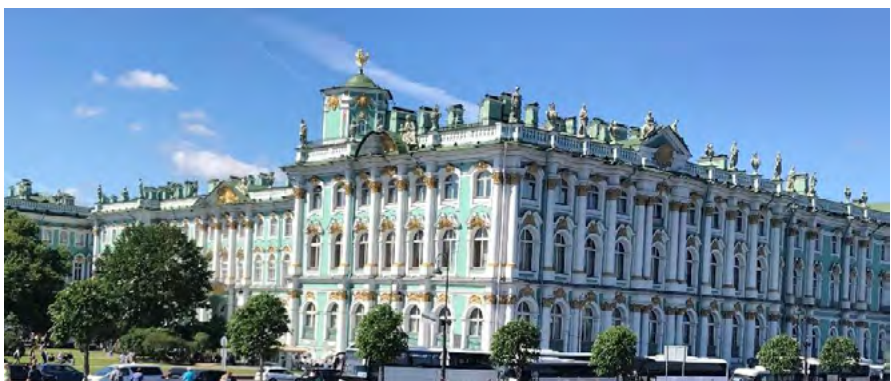
**WHERE:** Frog Hollow Reserve

**RSVP:** Monday 24  
Helen Cross 0419 356 963  
crossfam@ozemail.com.au



Join us to hear about this remarkable adventure that was undertaken by Dorothea and Paul.

They have many stories to share with you about the world's largest nation. With very little Russian between them Dorothea and Paul travelled just under 31,000km in two and a half months throughout Russia. Entering the country by car takes time! They did so via Estonia. Their journey included St Petersburg - Murmansk - Vladivostok - Yakutsk - Lake Baikal - Volgograd - Sochi and many places in between. They finished in Feodosiya, Crimea.



## **Helen's Happy Holiday - Teddie's Terrific Tour - Dave's Dirty Deeds Done Dirt Cheap**

We are planning a pre-Cit-In touring trip to Cowra in New South Wales – leading up to CIT-IN 2020.

For those folks who would like to have a bit of fun and enjoyment before CITIN 2020, we are inviting you to join us on "Helen's Happy Holiday / Teddie's Terrific Tour / Dave's Dirty Deeds Done Dirt Cheap", to be held over 7 days and 6 nights.

We are starting out from Melbourne and finishing up at Cowra.

Each day is planned to be doing some interesting things and seeing new places, as well as cementing friendships over shared morning tea and lunch each day, pre-dinner drinks, and dinners each evening.

There is no actual cost involved to be part of the group, but some extra excursions along the way will attract a modest amount of money. Interstate people from all states (as well as Victoria) are most welcome to join us.

We are suggesting accommodation, but you are welcome to arrange your own accommodation elsewhere – your choice.

We are mainly staying in caravan parks with cabins.

You will need to book your own accommodation - I have let places know that people may ring to book - please mention that you are part of the Citroen car group. At the time of writing, accommodation was available at the suggested venues. I **strongly** suggest that you book it ASAP.

We are hoping for/planning a dinner with a local car club near Eden, and also a BBQ dinner in Canberra, I will need firm numbers for both of these evenings.

**If you are interested in being part of the tour group, please contact the organising crew ASAP –**

**DAY 1 - Saturday 4th April** - Melbourne to Lakes Entrance 319 km  
Suggested accommodation - Echo Beach Tourist  
Park [www.echobeachpark.com](http://www.echobeachpark.com) phone (03) 5155 2238  
Contact person – Leigh

**DAY 2 - Sunday 5th April** - Lakes Entrance to Eden for 2 nights 242 km  
Suggested accommodation - Eden Gateway Holiday  
Park [www.edengateway.com.au](http://www.edengateway.com.au) phone (02) 6496 1798  
Contact person – Lynne



# The 7<sup>th</sup> AUTUMN FESTIVAL on 4 April 2020

**1-DAY FUN 'n FREE OLD WORLD FESTIVAL:**  
blacksmithing, gold nugget throw, cow poo lotto, hay  
bale race, music, art precinct, kids events, displays,  
demonstrations, food stalls, craft beers and ciders

## Featuring quirky classic machines

*For 2020, we'd love some early  
VW Kombis to show 'n tell with  
the 2CVs on the main street*

**10:00 AM — 4:00 PM**



## Saturday Evening Spitroast

*For those Kombi/2CV kids hanging out  
after the festival*



### Interested?

Contact: Peter Horan 0451 113 717  
jamiesonautumnfestival@gmail.com  
[www.jamieson.org.au/feature-events](http://www.jamieson.org.au/feature-events)

## MONTH ONGOING

### CHIT-CHAT TUESDAY

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

Contact: Warwick Spinaze 0407 016 719

### 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 Citroën is welcome!



# CITROËN CONCOURS SUNDAY 20<sup>TH</sup> OCTOBER



Brake woes attended to



This year's event was a relatively low key event for both Clubs, as seen on the overview, upper left. Never the less there were some cars not seen for years.



## Concours Results.

Traction	Ian Macdermott	
GS/CX	Dave Rodgers	GS
2CV	John Wyers	
DS/SM	Rob Belcourt	DS
Modern	John Field	C5
Popular	Burford Sisters	SM







Stock Traction



Hot Traction (ID conversion)



Immature Citroënist



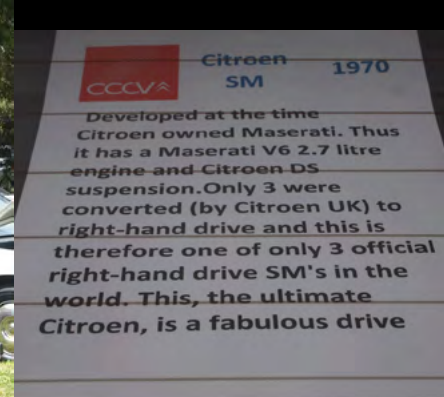
Mature Citroënist



The winner of the Popular Award was this Citroën SM of the late Jeff Burford, now in the capable hands of his two daughters.

This car was restored in Australia many years ago, and is still in superb condition, it is one of the three cars converted by the English dealers, Middleton Motors, and sold as new factory Right Hand Drive SM's.

This RHD conversion is unusual because the right hand side exhaust manifold is in the way of the steering shaft. To overcome this a dropbox, shown below, raises the steering shaft above the manifold as well as reversing the steering movement, allowing the use of the original steering rack, flipped over from left to right. Note the original Cassette player, right.





# BOURKE AND WILLS TOUR 27-30 OCTOBER

Following Burke and Wills footsteps in Victoria in a 2CV.

Twenty three people travelling in twelve 2CVs meet on The Avenue, Parkville Sunday morning 27<sup>th</sup> October 2019. We were off on an adventure following the Victorian Exploring Expedition of 1860.

After a short briefing, reading the information boards and a prayer we left Burke and Wills Cairn and travelled to Camp site number 1 in Moonee Ponds. Our plan for the next three and a half days was to visit/view all fifteen camp sites of the expedition in Victoria ending in Swan Hill Camp 15. We achieved our aim and had a great time doing so.

All the cars travelled really well. We had to contend with gravel surfaces, bitumen, highways, road works, trucks and even city traffic. No problem for the mighty 2CVs. The return to home from Swan Hill on day 4 had the challenge of very hot windy weather.

After leaving the city behind and passing Camp 2 (end of Tullamarine Runway), we visited the Trapp Street Reserve in Bulla, checking out the Deep Creek Crossing. Travelling via the Lancefield Road we passed/stopped at Camps 3 and 4. After enjoying lunch at the Verdue Cafe Romsey we turned onto the Burke and Wills Track, passing Camp 5 and spending time at the Burke and Wills Winery tasting great reds and talking with horses. Continuing in the foot steps we made it to Heathcote. That evening with much laughter, food, wine and storytelling we marked the quiz questions and learnt how to tell truth and lies.



The Avenue, Parkville



At the Cairn, Parkville



Lunch at Cafe Verdue



Line up at camp 6



Exploring Mia Mia

Travelling on bitumen and gravel roads, day 2 saw us visit camps 7, 8, 9, 10 and 11. The visits to all the different monuments at the camp sites showed the diversity and effort that different shires/communities, had put into the commemoration of the passing of Burke and Wills through their country. Lunch at Victoria Hotel Pyramid Hill was particularly enjoyed as the morning tea break at Mt Terrick Terrick was late and getting hot.



Barnadown Camp 8 monument



Elmore Minto road



Beware trucks



Lunch at Mt Terrick



The afternoon was spent on gravel roads with sights of dry country similar to central Australia. Leaving Burke and Wills footsteps we arrived to camp on the shores of Lake Boga in Boort. It was a welcome sight of cool water and cold drinks. The evening at Boort was spent participating in the great damper cooking contest. The damper cooking was a highlight for some. There was an obvious winner but the margin was tight. The effort made by both teams was outstanding. Even those not actively involved in the cooking process enjoyed the observation and gave great encouragement from the sidelines.



Rear view



Mt Hope, camp 11



Damper cooking



The Winner

Day 3 saw us visit the Spanner Man at Barraport. An amazing man with a talent for welding! That afternoon we returned to Burke and Wills footsteps, stopping at camp 12 Tragowel Swamp, camp 13 Reedy Lake both near Kerang and camp 14. At Reedy Lake, Marg Towt discovered a sign she had produced, but had never seen it on display. As the day became hotter it was a relief to make our way to Swan Hill to camp 15 by the Murray River. Our evening in Swan Hill was again a merry time. A few went to see the Light Laser Show at Pioneer Settlement by all reports a great show.



Horse sculpture by the Spanner Man



Day 4 was our farewell day. Due to the heat expected some chose to return to Melbourne early in the day. Others visited the Flying Boat Museum at Lake Boga and had lunch at the Gospoda Cafe in Kerang.

Of course we learnt a lot about the members of the Victorian Exploration Expedition 1860 but we also learnt a lot about each other! We all enjoyed our evenings together in the camp kitchens!! Heaps of laughter, storytelling and sharing great food and wine makes for a fun time.

All in all the four day adventure was a great time with everyone participating and making the event a success. On the last evening the group gave Ken and Chris Johnson hearty thanks with gifts of wine. Ken and Chris expressed their appreciation for everyone's support and willing participation.

Chris Johnson

We now wait with baited breathe for the next Johnson Journey!!!!







# FRENCH CAR DAY



An interesting line up of French cars at Geelong Revival 2019, but space limited the number of Citroën's.

Among the "not seen before" cars was this 1958 2CV (left and above) owned by Grant Williams. This unrestored 2CV was fresh out of the proverbial French Barn less than a year ago. It was found near Auxerre, the capital of the department of Yonne (89) and it's longest recent journey, was being driven to the nearest port for export to Australia. The seat covers have not survived the sixty plus years but the rest has lasted very well. The tubular bumpers are said to be "Export Spec" items.







Being the best Citroën as well as best in show, the rear view of this magnificent Traction is presented as a puzzle for Traction experts.

No criticism intended or implied.



Being French Car Day, the awards covered all makes, and with the limited space there was only single examples of most models.

The Awards were:-

Peoples choice	Neil Ellis	2CV
Best other Marque	Callum Walsh	Panhard
Best Citroën	George Arandjelovic	L15
Best Peugeot	Paul Watson	403
Best Renault	Trevor Naismith	Clio
Best in Show	George Arandjelovic	L15







# CHRISTMAS BBQ

One of the most successful events in recent times with approximately ninety (90) people from the two clubs CCOCA and CCCV present. An upside was the variety of Citroën models present, the downside for some was a smidge more pre christmas exercise than they expected, as they had to park so far away









# CITROËN DIESELS IN AUSTRALIA

This is an update of an article that I wrote for the Front Drive of November/December 1982. At that time Citroën Diesels were virtually unknown in Australia, perhaps 1 or 2 privately imported CX diesels existed.

In recent years the majority of Citroëns sold here were diesels, although there is a move away from diesels, except for those who travel a high number of kilometres each year. This has been due to DPF (diesel particulate filter) problems. The DPF is needed to comply with Euro 5 or higher emission regulations applied to European cars from about 2005, but not needed in Australia until 2016, hence the demise of the Ford Territory diesel in 2016 as it did not meet Euro 5 specs.

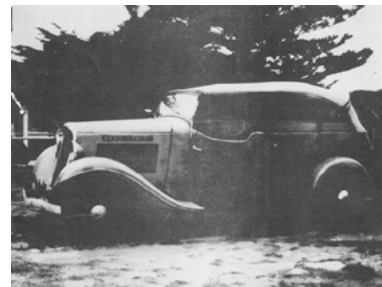
## Part 1.

Almost four years ago (1978), while nearing the end of a phase of diesel enthusiasm (not fanaticism, diesel fanatics smell of diesel), and starting a phase of Citroën interest, I was selling some diesel parts. The purchaser noticed a decrepit 2CV in the vicinity and immediately commented that he had seen a pair of old Citroën diesels. I forgot about this comment, thinking that my leg was being pulled (1930's Citroën diesels??) until seeing Mark Navin's articles in Front Drive, about the "bones" of a diesel ute, discovered by John Couche (right).



Six months later I traced the chap who had told me about them, but he had lost the name and address of the owner. However he did describe the location within about a one square mile area. Much slow driving and door knocking later, I could not locate them by the vague description of the house. Luckily, after about another four months, my informer, on returning from the airport, was able to recognise some landmarks and finally produce an address.

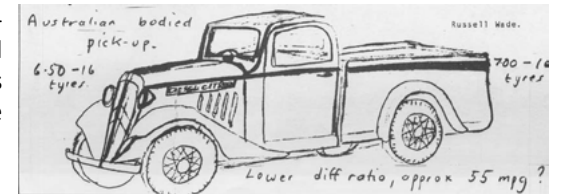
The owner of the diesels turned out to be a mature lad of 71. The vehicles were two of a batch of six chassis imported, and consisted of an Australian bodied touring car (4 door convertible), and a pickup (ute with a separate rear body), that had been used for many years by the owner in his business as a diesel mechanic.



The car had been purchased in 1935 when it was about one year old, and suffered starting problems which were cured as mentioned later. It had travelled about 140,000 miles, and has been on blocks in a shed for the last 14 years (in 1982). It is complete, with the motor out with bearing trouble.

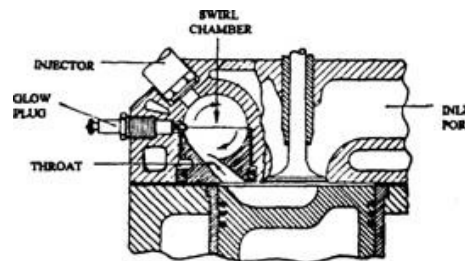
The hood has been left down so it, the upholstery and side curtains are in terrible condition. Body work is basically rust free, but it is very loose and wobbly, due to wood frame shrinkage and rot. The design and construction is very poor (read cheap).

The B pillar is so poorly designed, it wobbles about 100mm at the top. The owner being tall, has put about a 75mm strip of wood along the top of the windscreen to increase headroom. The pick up is buried under planks of wood, cardboard boxes etc so no contemporary photo's exist, see sketch, right.



It was owned by Moran and Cato, grocers, until after the war when the present owner acquired it. He used it as a work vehicle for about 20 years, then sold it to a farmer on French Island, where it was used as an unregistered farm knockabout for about 14 years. It was then advertised in the Age in the mid sixties, recognised and bought back by the owner in a non running state, with copious amounts of rust. This pickup has a stump pulling diff ratio, which gives it a cruising speed of about 70kph.

Only about 1,000 of these vehicles were made in 1934, and some of their features were not properly developed. For example, ring gear failure was a common problem, caused by using the standard ring gear with 20:1 compression, and an incredibly heavy flywheel. This problem seems to have been cured by shrinking a second ring gear on the flywheel and packing out the starter to engage both. Another innovation is hardened liners (dry) that do not extend right down the bore, but only cover the top section that normally wears the most. However these liners do wear, and cannot be rebored by normal methods because of their hardness.



Another unusual feature for a car is big end caps held on by 4 bolts and the crank (100mm stroke), is very prone to breakage on the centre journal if the white metal bearing's protests are confused with diesel knock for too long. The biggest problem with the Citroën diesel engine was that it preceded the Mercedes Benz car type diesel engine by several months. Both designs used a Ricardo type pre combustion chamber, sometimes referred to as a swirl chamber. See

diagram (above). This took casting the iron heads to a new uncharted level of complexity, and history tells us Mercedes did a better job than Citroën. The early Citroën diesel heads were prone to developing cracks, probably due to stresses from improper cooling of the molten iron. When skilled craftsmen tried to weld these cracks the metal just went granular (collapsing like dry sand), again indicating an unsatisfactory cooling of the molten metal.

What of the future? Regrettably the owner has been given the impression that because of their rarity, these vehicles are worth an "heiresses ransom". He is not interested in selling them and intends to restore both even after his first heart attack and being 71 years old. He has two other cars to restore first, a Vauxhall and an Oldsmobile.



# CITROËN DIESELS IN AUSTRALIA

## Part 2.

In about 1988 I acquired the two Citroën diesels from the widow of John Sunderland, whom I had known for about ten years. He had operated a business known as Sunderland Diesels from 60 Sydney Road Coburg. With the vehicles came a heap of used spares, including such gems as broken crankshafts, odd crownwheels etc.

The car was first registered in 1935, and showed a curious pattern of ownership. It was either owned by the same person for many years then had 2 or 3 owners over about 12 months, followed by more long term ownership. The problem being that many owners never came to grips with the starting procedure. This is a standard problem with all small diesels, the tiny swirl or pre combustion chamber tends to quench or cool the initial charge of hot compressed air, so modern small diesels have glow plugs to provide a hot spot to aid cold starts. In 1934 glow plugs had not been invented/developed. The solution in 1934 was the Ki-Gass system, spraying raw fuel into the inlet manifold. It was widely used in aircraft as well as performance cars such as Bugatti and Vauxhall 30/98, (there was no choke flap and shaft to restrict air flow). In small diesels an electric heating element in the manifold was activated for about 30 seconds, then as the starter rotated the engine the Ki-Gass pump (right) was pumped, resulting in a nice fire in the inlet manifold, which heated the air to allow starting. Although very simple, this system was prone to blockages and electrical maladies as well as requiring extra concentration and coordination to operate successfully, ie there was no timer as with modern glow plugs.



The pickup was very well built with wind up windows, but still wood framed, the car, also wood framed was built by Melbourne Motor Bodies, previously located on the site of the old Trocadero nightclub, now part of the Art Centre, and south of the present Trocadero nightclub.

These Citroën diesels were supplied as either a 500 kg or 850 kg version, in this case, the car was built on an 850 kg chassis while the bones of another pickup (less mechanicals), discovered by John Couche was built up on a 500kg chassis. Presumably some lackey (perhaps unable to read) was sent out with a horse to the holding yard, to bring in another chassis as the body builders needed it.

Due to ongoing health and family issues, I passed these to another Club member, and with the rise of the internet more Citroën diesel engines and parts have come to light.

PS. I actually started the pickup and drove it around the block, with 40 bhp (when new) and 4 speeds and a lower diff ratio it had a typical 1930's performance, but the cable brakes were definitely 1920's standard.

The two top images show the car and pickup as acquired, spare wheel without a tyre on the back of the car. When I first saw the car the hood and seats were on the car, but were later removed. The owner only had two daughters, and after he died one of his son in law's who knew little about cars came and cleaned the place up, and I believe the tatty hood and seats were added to all the scrap wood and cardboard box's etc, on the bonfire in the backyard. Unfortunately, not an uncommon scenario.

The third image of a Citroën diesel pickup in a NZ collection, was taken by a French Citroën enthusiast and is reproduced courtesy of the French Traction Club (La Traction Universelle) from their magazine, Traction Avant.

The lower image is of an engine, and some traction experts might recognise a few traction features apart from the rust stain from the usual water leaks, ie the water pump and generator etc.

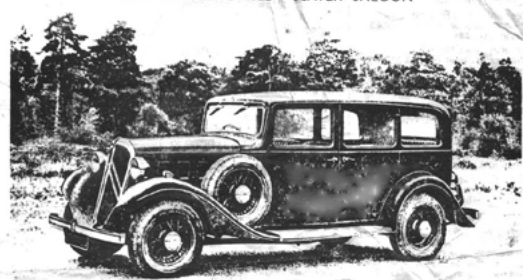
The body design of these Citroën diesels was derived from the NH series, the last cars before the Traction Avant. The NH stood for *Nouvel Habillage*, or literally New Clothing. The NH was also often referred to as the Rosalie, and was a more modern looking version of the C4 and C6, with the very Ford like sloping radiator shell. They retained the side valve engines but gained independent front suspension.

After the introduction of the Traction Avant with its foibles due to hasty development, Citroën decided to reintroduce a rear wheel drive, to appease those who considered the traction a step too far.

These reverted to a beam front axle but used the OHV Traction motor running in reverse, and carried the designation 7UA







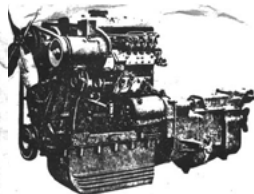
The body is of "Monopiece" All-Steel Safety Construction, exceptionally strong, with four wide doors, six large windows, sunshade roof and leather upholstery. Generous and comfortable seating accommodation is provided for seven persons, three on the individually adjustable front seats, three on the wide rear seat and two on the folding occasional seats which face forward.

#### CHASSIS SPECIFICATION

**CLUTCH:** Single dry plate.  
**GEARBOX:** In unit with engine; four speeds and reverse, synchronised change on top and third controlled by central lever.  
**REAR AXLE:** Banjo type, spiral bevel final drive. Ratio 5.75 to 1.  
**STEERING GEAR:** Worm and sector type. Horn and lighting controls in centre of wheel.  
**FRAME:** Box section, extremely rigid and distortion-free. Suspension by semi-elliptic springs of flat camber with hydraulic shock absorbers, giving exceptional comfort and freedom from road shocks.  
**BRAKES:** Very powerful four-wheel Bendix brakes with 10" large diameter, independent foot and hand control. Automatically operated stop light.  
**WHEELS:** Disc wheels with 160 40 super low-pressure tyres.

Track	4 ft. 8 in.
Wheelbase	9 ft. 10 in.
Clearance	7 in.
Turning Circle	36 ft.
Overall Length	14 ft. 8 in.
Overall Width	5 ft. 8 in.
Overall Height	5 ft. 9 in.
Weight	291 cwt.

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## CITROËN DIESEL

#### Principal Technical Characteristics

Bore 75 mm.  
 Stroke 100 mm.  
 Capacity 1766 cc.  
 Treasury rating 13.9 h.p.  
 Type, 4-cylinder, 4-cyle.  
 Firing Order, 1, 3, 4, 2.  
 H.P. developed, 40 B.H.P.  
 R.P.M. 3,500.  
 Slow running, 350 R.P.M.  
 Compression ratio 20 to 1.  
 Injection pressure 1,400 lbs. sq. in.  
 Injection nozzle orifice 2 mm.  
**Engine Suspension:** By a patented flexible mounting exclusive to Citroën which absorbs the reactions due to the power impulses.  
**Crankshaft:** Three bearing, forged and heat-treated steel of heavy section, statically and dynamically balanced.  
**Camshaft:** Heat-treated steel stamping running in three bearings and driven by helical gearing.  
**Overhead Valves:** Of special high temperature resisting steel, operated by push rods and rockers.  
**Pistons:** Of heat-treated aluminium alloy with three compression and two scraper rings.  
**Cylinder Barrels:** Detachable wet cylinder barrels cast in special wear-resisting and corrosion-proof material.  
**Con Rods:** Of forged and heat-treated steel, "H" section. The big ends are fitted with lead-bronze bushes.  
**Fuel Feed:** Fuel is drawn from the rear tank (capacity 9½ gallons) through a first stage filter by a fuel supply pump driven from the camshaft, and is then forced to the main filter from whence it flows to the injection pump. A valve fitted to the main filter maintains the delivery at a constant pressure and acts as an overflow, any surplus being returned to the main tank.  
**Injection Pump:** The injection pump is driven from the camshaft by helical gearing, a vernier coupling being provided for accurate timing. Type Lavallette Bosch F.P.E. 4A, with pneumatic governor.  
**Injectors:** Bosch Lavallette Type DN 40.5.2. Holder F.K.B. 50.5.37.  
**Quick Starting Plugs:** Two pilot, "Boru" electric heating plugs fitted in cylinder head. The plugs are wired in series with a resistance which is mounted on the dashboard. They are operated by a self-cancelling switch on the face board and a tell-tale is provided.  
**Lubrication:** Pressure feed by spur-wheel gear pump distributing the oil to the camshaft and crankshaft bearings, and through the crankshaft to the big ends. Suitable piping ensures lubrication of the rocker shaft and timing gears. The pressure adjustment is accessible from the outside.  
**Cooling:** By centrifugal pump assisted by four-bladed fan.

# Le requin turbo.



## CITROËN CX DIESEL TURBO.



## CITROËN CX 2200 D

### Une longue carrière

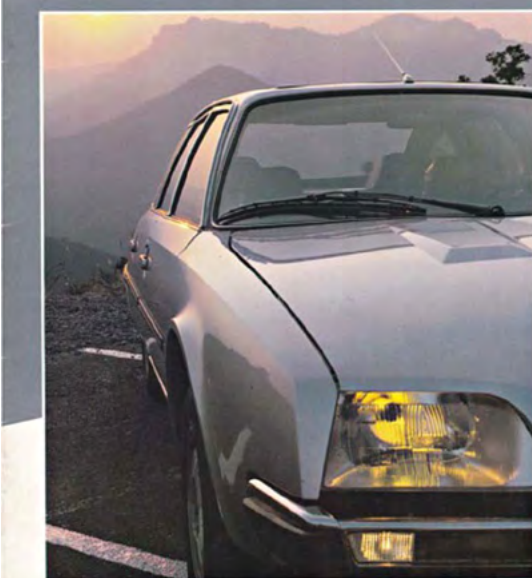
Dans les années 1970 et 1980, le vaisseau amiral de la gamme Citroën remporta d'importantes victoires dans les rallyes africains aux étapes longues et difficiles. Dans sa version 2,2 litres diesel, la CX s'illustra même au Monte-Carlo 1978, dans les mains expertes de Christine Dacremont.

À partir de 1974, la Citroën CX occupa dans la gamme de la marque aux chevrons la position la plus élevée en prenant la place occupée alors par les Citroën DS 21. L'atout d'un véhicule relativement grand pour les standards de l'époque à laquelle elle fut présentée. Lors de sa conception, la marque n'envisageait jamais une éventuelle participation en rallye, tout au moins avec sérieux. Lancée sur les routes par la structure dirigée alors par Marlene Conon, la CX ne se montra pas parmi les plus rapides dans les épreuves européennes mais parmi les plus résistantes en Afrique, où elle signa quelques succès importants. Pour son lancement, la voiture fut proposée avec des motorisations à essence de 2,0 et 2,2 litres ; dans une configuration originale pour les services

Christine Dacremont et sa CX diesel au Rallye Monte-Carlo 1978 se firent remarquer en 4<sup>ème</sup> position et à seconde place dans la catégorie diesel.

# CITROËN

## CX DIESEL berlines



MODELJAAR 1982

and 11UA depending on engine size. The diesels were denoted as 11UD. Production figures vary, but 1000-850kg versions and 520-500kg versions are mentioned. An improved version of the engine was used in the T23 and T29 light trucks, but there were no more Citroën diesel cars until the CX. The CX turbo was supposedly the first turbo diesel car, while diesels extended across most of the range in the eighties to the AX. The BX turbo diesel with intercooler, together with the VW Golf really proved to the public that the diesel was almost as good as a petrol, and so sold in huge numbers. The BX turbo diesel is now seen in retrospect, as a landmark car. Finally, I believe a small batch of Xantia Diesels came to Australia, making them the last of the old school Citroën diesels in Australia with mechanical injection. All later diesels had electronic or computer controlled injection.

Russell Wade



Attenzione, attenzione, a tutte le auto a benzina. Niente può fermare la vendetta della nuova BX Turbo Diesel Intercooler. Anche senza il turbo, Citroën BX era il diesel più venduto in Europa. Ora diventa il primo diesel effettivamente in grado di vincere il duello contro il benzina. Infatti BX Turbo Diesel è forse la migliore vettura a gasolio mai costruita. Offerta tutta la capacità della sovralimentazione per sfruttare al meglio il lavoro motore di soli 1700 cc. in grado di offrire più potenza di un motore convenzionale di maggiore cilindrata. Poche auto a benzina della stessa categoria possono vantare 90 CV e una velocità massima di 180 km/h. L'eccezionale accelerazione da 0 a 100 m in 17,5" il chilometro da fermo in 32,8". Infine, il dato più entusiasmante: da 0 a 100 km/h in 10,8". Se poi volete veramente aderire su qualsiasi auto concorrente, non solo della stessa categoria: BX Turbo Diesel percorre oltre 22 km con un litro di gasolio a 90 km/h. Ha una coppia che permette notevoli prestazioni anche a basso numero di giri. Diesel esiste anche nella versione Break. Oltre 22 km con un litro a 90 km/h. E una delle auto più silenziose sul mercato, con il confort delle sospensioni idroammortizzatori e il servosterzo di serie. La nuova BX Turbo Diesel rappresenta l'ultima perfetta tra la ragione di un utilizzo economico nei consumi e nella manutenzione, il piacere di guidare un'auto veloce, brillante e confortevole, e la sicurezza del servizio Citroën Assistenza 24 ore su 24, gratuito per i primi 12 mesi su tutte le vetture nuove. Perché la vendetta sia completa, BX Turbo Diesel esiste anche nella versione Break.

CITROËN BX TURBO DIESEL INTERCOOLER. 1769 cc. 90 CV. 180 km/h.

# CITROËN



Velocidad: 155 Km/h.  
 3,6 litros a los 100 Km.  
 Record del Mundo.

AX DIESEL



# OILS FOR 2CV Engine and Gearbox



## BURTON'S ADVICE ON OILS FOR 2CV ENGINES AND GEARBOXES

By Graeme Dennes

I recently purchased two refurbished ("new") 602cc 2CV engines from Burton in the Netherlands. Burton sells these engines with a two-year warranty. I put one into our green 2CV after it failed to proceed after crossing Westgate Bridge, the other into our orange 2CV after it started burning a litre of oil every 80 Km and attracting every police officer between Lycola and Bunyip!

During deliberations with Burton engineering group via telephone and emails, I raised the issue of suitable engine and gearbox oils to use to maximise the life of the engines and gearboxes and to comply with Burton's engine warranties. I sought Burton's advice on an extensive number of issues regarding oils such as grades of oils to use in Australia, oil brands, oil certification requirements, use of synthetic oils, optimum requirements for running-in the engines, oil and filter change intervals and other maintenance tasks. With Burton's kind permission, their responses are provided below.

### ENGINE OIL

Burton engineering group advised "Any good quality **20W-50 mineral engine oil** may be used. **Don't use synthetic engine oil** because modern synthetic oils don't contain certain elements mineral oils have."

### GEARBOX OIL

Burton advised "Any good quality **GL-4 certified** (low sulphur) **75W-80 mineral gearbox oil** may be used. **Don't use synthetic gearbox oil** because changing to synthetic oil can result in more floating particles in the gearbox because synthetic oil has better cleaning properties. More particles will get loose and this can result in more damage, so always use mineral oil. In the end this will extend the lifespan of the gearbox.

### RUNNING-IN

Burton advised "Use a running-in period of 1500 Km for the new engine, with a maximum speed of 80 Km/h in top gear, and proportionally lower in the other gears. Minimise constant road speeds while driving and don't allow the engine to labour. After the running-in period, replace the engine oil and oil filter and ensure the valve clearances are set to 0.2 mm." I used no more than three-quarters throttle during the running-in period so as not to overload the engine, and the 1500 Km driving was all conducted in country areas.

### MAINTENANCE

Burton advised "Replace the engine oil and oil filter every 7,500 Km or every year. Ensure the valve clearances are set to 0.2 mm every year. Replace the gearbox oil every 15,000 Km or every two years."

## WHY USE AN API GL-4 GEARBOX OIL IN THE 2CV?

By Graeme Dennes

*Why use a what Baldrick??* This is a brief discussion on the reasons why we should use a service classification grade GL-4 oil in the 2CV gearbox. Specifically, it relates *directly* to the operational life of the synchromesh components in manual gearboxes!

### American Petroleum Institute (API)

The API was founded in March 1919 and oversees the certification of industry standards for the petroleum industry in the USA. API Specifications are used worldwide by vehicle manufacturers.



## API GL CLASSIFICATIONS

Some confusion can occur with API gear lubricant (GL) classifications. It is often presumed that an API GL-5 oil may be used wherever an API GL-4 requirement has been specified. Although this may be true for a *gear* oil, ie, the oil which lubricates rolling/rotating steel gears, API GL-5 oils are not suitable for all *gearboxes* including those with synchromesh parts which usually consist of yellow metal alloys such as brass and bronze. A GL-5 oil may meet the *gear* oil specifications but not the *gearbox* oil specifications. Further, the API GL-4 and GL-5 classifications don't discuss synchromesh components.

### BACKGROUND

In earlier days, additives based on lead compounds were used in gear oils to reduce wear in highly loaded steel gears. However, lead is not very user friendly and was later replaced by a sulphur/phosphorus mixture. Gear oils for steel gears used the sulphur/phosphorus mixture to create an iron sulphide layer on the surface of the gear teeth which is a *strong sacrificial layer* designed to be worn off over the life of the lubricating oil, thus protecting the gears from high loads, shock loads and abrasive wear.

This type of gear protection method resulted in a problem in that the sulphur being used was active and caused corrosion of yellow and other soft metals inside gearboxes. This happened because active sulphur reacts with some metals and metal alloys, especially those such as brass and bronze which contain high percentages of copper, and form metal sulphides which corrode the yellow and other soft metals.

A generation ago, de-activated or buffered sulphur was developed. Combined with the phosphorous, it continued to provide the protective and sacrificial layers inside gearboxes as before, but without the corrosive damage to the brass, bronze and other metal alloys used in gearbox components. Today, de-activated sulphur is widely used in vehicle transmission oils and gear oils. All fixed? Well, no...

*Baldrick, does GL-5 supersede GL-4?* Although de-activated sulphur may be used in a gear oil and is safe for yellow metals such as brass and bronze, it does not address the question of whether a GL-5 grade oil supersedes a GL-4 grade oil, and further, whether a GL-5 product can be used in all gearboxes, including those with synchromesh parts. A GL-5 grade oil has high EP (extreme pressure) protection. EP gear oils contain additives to prevent metal surfaces from cold welding under the extreme pressure conditions found in situations where boundary lubrication prevails. At the high local temperatures associated with metal-to-metal contact, EP additives combine chemically with the metals *to form a surface film* that is ductile enough to prevent the welding of opposing surfaces and to prevent scuffing or scoring that is destructive to sliding surfaces under high loads.

The main difference between GL-4 and GL-5 gear oils is in the amount of EP additives included. Sulphur/phosphorus products are used as the EP additives to prevent the occur-

rence of micro-welds on the gear flanks at the local high temperatures which prevail in EP circumstances (temperatures well in excess of 800°C). GL-5 has roughly twice the amount of EP additives compared to GL-4, which is why a GL-5 oil is often specified for use in high-pressure situations such as in front axle and rear axle differentials.

*So what's the problem Baldrick?* Under normal operation, the sulphur/phosphorous additives in the GL-5 gear oil form a black sacrificial coating on the gears and all other metal surfaces. As the gears turn, the sacrificial coating of the additives is peeled off or worn off. This is normal and acceptable in all steel gears and is the basis of the EP protection. But when one or more of the coated surfaces in the gearbox is brass or other soft metal, the bond strength between the sacrificial coating and the soft metal is much stronger than the inherent strength within the soft metal itself, and so instead of just the coating being peeled off as it does with steel parts, it takes (drags!) with it a few microns of the softer metal. Yes, from the synchromesh parts! Ouch!!

An API GL-4 gear oil of any given viscosity has about half the level of sulphur/phosphorous additives that would be in the API GL-5 product, so the bond between the sacrificial coating and the metal surfaces inside the gearbox is not as strong with the GL-4 oil, and therefore it can be peeled off *without* peeling off a layer of the soft metal. This means that the GL-4 product provides a little less extreme pressure protection for the gearbox steel parts than a GL-5 oil but results in less wear (metal removal) of the yellow metal components. When a GL-5 oil is used in a gearbox with synchromesh, a used oil analysis will show that it can contain up to four times the amount of (peeled-off) copper as compared with a GL-4 oil. Using a GL-5 oil, synchromesh parts will eventually wear to the point where they become ineffective in that they no longer make contact with the other half of the cone, bottoming out before stopping the opposing gear, yet the rest of the gearbox parts may be fine, and all because of the EP additives in the GL-5 oil. Very nasty.

In summary, the EP additives in GL-5 gear oils attach more strongly to the brass synchromesh parts than the brass does to itself, causing a small layer of brass to be ripped off with every gear change. To prevent this, oil which meets **only** the GL-4 specification should be used whenever possible in manual gearboxes to minimise the wear on the synchromesh components. Your 2CV will thank you for using a GL-4 oil in the gearbox by providing a longer service life!

In conclusion, only use a GL-5 oil in your manual gearbox **if the vehicle manufacturer so specifies**.

Reference: <https://www.penriteoil.com.au/knowledge-centre/Gear%20Oil%20Industry%20Specifications/83/gear-oil-industry-specifications---api/256>.





## OUT and ABOUT

Being a sucker for European travel shows, I was entranced by a recent edition of "Secret Italy", no not by Alex, but by the unusual taxi she was using to get around Rome. Not a Fiat 500, but a Citroën that I was not familiar with. With the help of Mr Google I discovered it was a Citroën C3 Picasso, almost certainly the ugliest of the many Picasso variants made. A normal C3 is shown in red to the left

It reminded me that here in the land down under, we only see a small fraction of the Citroën range.



Seen at the Lake Goldsmith Steam Rally, a Club members 2CV, coming second, as it struggles to "compete" in the slow race, against a Fowler traction engine. Photo courtesy Mary Lynch



For those H Vanners/Citroënists who may not have been paying attention to their screens, these images were recently (2020) seen on fleaBay.

No, they are not tinsplate biscuit tins, but full size facsimiles of the classic Citroën H Van. Perhaps so ineptly copied that they do not infringe copyright laws. They are made in China and marketed as mobile food stalls/trailers, and as you can see the red one has the towbar visible, presumably able to be folded out of sight so as not to bruise shoppers shins. The buy now prices ranged from A\$16,000 to A\$20,000, well below the current asking price of a useable genuine H Van (shown below) in Australia.





# Motorclassica Melbourne, October 2019

## Two glorious weeks on the road. By Geoffrey Webber

After 14 enjoyable years of productive retirement, persuing my many and varied interests, and now having prepared to attend Motorclassica, the last few weeks have been a personal highlight to long remember. Yes, this year we have been celebrating 100 years of Citroën and enthusiasts came from all parts of Australia to meet friends and enjoy this once in a lifetime milestone in Melbourne. And so if you have time, here is my story...

### Planning and the motivation

Planning ahead is important for all of us and Motorclassica in Melbourne seemed like the place to go for us Citroënists. Our new DS book had just been released in July, selling well and this event had been paramount in my mind for some time. Notably so, as I had the good fortune to meet Tyson Bowen at Inchcape offices in Baulkham Hills, Sydney back on the 30th June this year. That was the very day he was appointed Corporate Affairs and PR Manager for Peugeot Citroën Australia, PCA. Tyson was tasked with promoting Citroën in Australia and at first glance, he liked our book too...and he announced *"Yes, we will have the new SUV, the C5Air-cross in Melbourne, and that will be good opportunity to show the DS book."*

Unfortunately, Narelle, my wife and girlfriend of over 45 years (showing early signs of Dementia) was not really interested in car shows and to her, three weeks Respite in luxurious Carramar at Tewartin, seemed more attractive. So how good was that, a respite opportunity for me too. Well, nobody else could find the time to come away with me either, so that left just me. I packed my Esky with ice, supplies for breakfast and lunches and loaded several good bottles of red. (plus 24 books).

### Fires first day

**Tuesday 8th October.** Having discreetly packed for both of us, I dropped Narelle off to her "holiday resort" at Tewartin and headed southward around 10.30 am, posted 4 more books at Cooroy, and once I was through Brisbane and past Ipswich, I knew I was really on the way. First day was a short uneventful 6 hour drive taking the Warrego Highway via Cunninghams Gap. Ascending the range easily in 5<sup>th</sup> gear, Mt Mitchell looming upwards, speed limit 80k, half the sky to the south was blue, the other half orange and red as raging bush fire clouds billowed from the north. Strong winds were blowing from the Lockyer Valley fires providing strong tail winds. Once over the range, I safely flew into Stanthorpe by 4pm and overnighted at our favourite stop, the Vines Motel. Local member Lincoln McPhee knew I was coming, so all his Tractions and one GS were lined up to inspect, many photos taken, restoration projects so passionately explained.

### Coffee, Jet motors and a longer day

**Wednesday 9<sup>th</sup> October.** Early departure around 6.30am, taking the New England Highway and across the ranges towards Gunnedah via the popular Moonbi bypass, arrived at Dircks in time to have my sandwich. Janet always makes good coffee, no sugar necessary. Bob had a client with him. Topic of conversa-



Above Geoff's DS5 onroute to Melbourne.

tion was around the glider jet motor in parts on the kitchen table. Our ex Xantia was there outside about to transport another glider trailer somewhere.

Then heading west on the Oxley Highway past Malleale and to Coonabarrabran and the Newell Highway, arrived Forest Lodge Motor Inn at Dubbo nicely around 4pm. Longer drive this time, some 650 ks. A snack and red wine settled me for an early night and a good sleep, trip going well, the DS5 purring.

### Memories and youthful madness Thursday 10<sup>th</sup> October

Some still do the trip in 36 hours, I was doing this one in 3 and half days and happily set off at 8 am from Dubbo via West Wyalong arriving at Narrandera around 4pm, enough time to do a serious walk through their wetlands, see the local sights and the painted water tower. Also found the old pub which still had the large black and white photo behind the bar of the Sonny Liston Cassius Clay world title fight of 1965. I remembered hearing that fight, it was on the car radio when I first travelled south to Melbourne for an architectural students convention. Four of us madly drove non stop that time in a 1956 Holden.

### Arriving Melbourne refreshed Friday 11October

Distance this last stage only 450ks, and much the same distance on the Friday to Melbourne arriving 1.30 pm to share an Air BnB at Richmond and knowing the street address, GPS made it easy to navigate the byways and avoid the tollways.

Of course, I had already missed the Thursday street parade, cocktails that evening and the big opening day on Friday. Apparently that morning, a group of journalists were out test driving (with some help) in our member Citroëns and Ferdi Saliba texted that they did a photo shoot with his black ID19 before he and Karin set off to Japan.

**Friday evening.** Ted and Helen Cross convened Il Carretto, an Italian restaurant in Carlton North at 7pm, a celebration blast, a noisy group of 50 of us from all over Australia, what fun. So enjoyable for me to put faces to names and of course, me and my name to our book, of which most people there had already proudly acquired a copy. Tim Cottrell, MC managed to orchestrate his address above the lively chatter. Queenslanders were particularly well represented by Lance Collins, Stephen Cook, Ian Steele, Serge Demourgue and myself. Grahame Vaughan came over from Tasmania as well as Bauke and Nicole Meijers. I missed the Willings, Don confirmed they visited the show through the day and Justin Walker, Carmel and Laurens Borg flew all the way from WA for the weekend.

### Our cars, our day at Motorclassica, 2019

**Saturday 12<sup>th</sup> October.** Early start, perfect blue sky day, 17 CCOCA entrant cars gathered under Ted's direction and convoyed from just outside the Exhibition Hall at 7.50am entering by Gate B off Nicholson Street. CCCV Citroëns were already in place in the surrounds of the magnificent Exhibition Building of the late 1800s, a perfect venue for such a display of grand vehicles of all ages and models.

Looking around the 25 Citroën cars through the day, it was good to catch up with David Rogers, deliver his book.. He quickly had his page opened up on the back seat...had the DS23 for sale! And Peter Moloney was there with his beautiful Burgundy DS bonnet up. Also met with enthusiastic new owner Syd Balachandran sitting in his white DSpecial (a quick photo went back to former owner Kevin Eeles, he was impressed.) Tom Gruzca's DS23 was there looking good, back wheel jacked up. Nearby an impressive burgundy XM, CXs, Xantias and a Safari or two. Black Tractions lined up looked impressive and my silver DS5, the lonesome new one. Citroën still make good new cars! By the way, amongst all the cars and particularly the Italian contingent, I did spot one red and two midnight blue Lancia Fulvia Zagato Sports. The blue car was for sale, very tempting, but no, maybe in another life!

Inside were the select invited few, the exotics, considered the best of the best. (*but they paid a premium, our entry was free*) and some, of course, were our 100 years of Citroën display cars. 100 years of Bentley



cars were there lined up down the centre, they too had a big book (almost double our price!) and a select few Alvis cars celebrated their centenary.

In the case of the Citroen displays, representatives from the two local state Victorian Citroen clubs, CCO-CA and CCCV provided support and liaison with Motorclassica staff and PCA to provide the best selection of cars and entrants from the 1920s right up to present day models.

And magnificently displayed they were...on beautifully polished timber floors and towering vaulted ceilings above, there were the Citroens, all 15 of them. Bill Bunting's vibrant yellow 5CV and Peter Olerhead's beautiful little blue Type A of the 1920s, John Grieve's shiny black Big 6H beside the ID19 (looking better than ever) proudly owned by his lifelong mate Rob Little, Marg Towt's 2CV, Serge's Amy 6, the Hvan and then Belcourt's award winning DS21, another immaculate "bleu platine" DS21 and three beautiful Citroen cabriolets. The big car presence was Colin Cooter's Maserati engined SM which he drove all the way from South Australia with David Gilbert. Outstanding was Tasmanian Bauke Meijer's immaculate B14F and miraculously, a former owner turned up to enlighten Bauke about his car's origins previously unknown to him.

100 years of Citroen graphics formed a large backdrop to two striking white bodied Citroens with red tops, the SUV C3 Aircross and the new SUV C5 Aircross. Tyson Bowen and his support crew working shifts, were on their toes the whole weekend espousing their new car virtues to an intrigued and very interested public. My son Matthew commented that the seats seemed even better and more supportive than those in his 2017 Mercedes E220d.

And to top off the show, Ms Linda Jackson, global CEO for Citroen made a surprise stopover visit on her way to Asia. Linda, an attractive lady with a formidable personality, made impressive presentations, outlining Andre Citroen's past achievements, present day successes and outlined Citroen's future as a worldwide car maker. And Linda came here to listen, talk with us, to hear what we wanted.

And by the way, Bill Bunting of Continental Cars, not to miss the action, flew in late from Sydney and looking very pleased, announced he was dining that night with Linda and her French delegation. The venue, an exotic local restaurant highlighting the virtues of good Tasmanian cuisine. Monday, he was to fly back to Sydney where prospects for Peugeot Citroen looked promising. Ms Jackson planned to inspect various Sydney Dealer showrooms before flying on to Asia.

Right to the top, our DS book.

**Saturday 4pm.** For me, the particular highlight was to present a signed copy of our book, **Citroen DS the classic car in Australia**, to Linda Jackson, a photo shoot and to share a few thoughts. Thank you Tyson. (*and look forward to photos please*) Mingling with us and sampling the comfort in one beautiful 1968 cabriolet, Linda was easy to chat with and to provide our insights. I heard later that some of our members were forthright enough to ask her, *"What's the future? What is Citroen going to do for us?"*

After all, we know that Australia is only a small market, but was a good chance to tell her that Citroen had lost the opportunity to stay relevant in a very competitive field here.

And the Awards

**Sunday afternoon around 2pm,** (off site away lunching with Matthew), I must have missed the Official

Awards presentation. I knew that 5 of our Citroens were finalists (Red Rosettes were on their wind-screens) in a very competitive field of some 19 categories. Broad smiles on faces of Rob Little and John Grieves later confirmed they were victorious, congratulations and well deserved. In some of the other categories, big winners were the buttercup yellow Aston Martin DB2/4 mark 111 and a black 1956 Mercedes Roadster. Reading the program later, I noted that our David Gilbert from South Australia was privileged to be one of 50 experts on the Motorclassica judging panel.

Savouring Motorclassica memories

**Sunday 13 October at 5.30pm,** we were still there savouring the last moments, crowds gone, as cars and owners were anxiously preparing to fire up and leave the venue. And for the V8 sporting car buffs, the last three laps of Bathurst played out on nearby big screens holding a pause for some organisers and anxious owners.

Then with the race finished, Motorclassica in Melbourne was over for another year as the announcement came over the PA.....Please start your engines.....and amid the rising exhaust fumes, particularly from our Bentley neighbours, Serge Doumergue was the first to go. He managed to navigate his Amy 6 outside and onto his waiting trailer and sped on his way home that night. (He texted to me Tuesday morning, confirmed he had already arrived home in Montville, Qld!)

For me, I was fortunate and thrilled to pilot Peter Olerhead's little blue 1921 Type A slowly out of the hall.... carefully noting... the brake pedal on the right, that's the clutch left and the accelerator in the middle. Car was 23 years my senior, but I felt important behind the wheel, what a little beauty to feel her charm right at the end. Then my mobile erupted... *"Mr Webber....is that your DS5 outside? Security need you to vacate the grounds please."*

Obviously, having such fun, I was last again to leave the party. The DS5 did look so good out there by itself, nothing else is like it.

Roast Chicken and Ted's shed

**Sunday evening, 13 October,** And oops, we nearly forgot our Sunday dinner appointment, dinner was waiting at the Cross residence. Helen phoned and reminded us and insisted they were already starting first course, ours on the table. So good, no doubt about our Melbournian hosts, excelled again and thank you Helen, roast chicken was good. And whilst the chicken stayed hot, Ted made time to show us his next project in the back shed.

Motorclassica in its 15<sup>th</sup> year, attracted record crowds over the three days and certainly proved a success as Australia's prestige annual motoring event. A spectacle for the public and enthusiasts of all makes to long remember, and especially for me and all my Citroen colleagues. We were lucky enough to attend and now to share memories with those who could not make it this time.

Unfinished business

**Come Monday morning, 14 October,** some of us were back at the site to help retrieve some cars for interstate transport carriers. Alongside waiting, were precious metal such as the new version of Renault's A110, the winning black Mercedes soft top, the red Ferraris, the orange Lamborghinis. A waiting transport loaded the huge 1937 Bugatti, then followed by the Citroen Cabriolet, its owner supervising its loading and so pleased. And waiting to drive out by himself was entrepreneur, John Lawson, (espousing his new publication, *Delage in Australia*) in the very formidable 1939 red Alfa Romeo 6C 2500 Berlinetta Competizione. Hang on ....I thought the speed limit inside the hall was 3kph or was it 5kph?

And with the show already over till next year, crews were already clearing out for the next exhibition that same day.

Below. Geoff presents a copy of his book to Linda Jackson, Citroën CEO.





All good things come to an end but not quite yet for me.

The return journey via Sydney would take another week before returning home. But before leaving Melbourne, two more relaxing days were spent with friends in Glen Iris, and I had dinner and valuable father son time with our Matthew in his South Yarra unit. His curried barramundi and side salads were pretty good and we enjoyed a bottle of our favourite red from Tahbilk in the Goulburn Valley. Go there, if you get the opportunity, we joined up as club members some ten years ago.

Northward through the Grape Vines

**And on Wednesday 16 October**, their vineyard just south of Shepparton at Nagambie, was to be my first brief stop northward, and arriving some 6 hours later at Narrandera, stayed overnight same motel, Bishops Lodge.

Big Sydney next

**Thursday 17 October**, Refuelling with Diesel and driving early through West Wyalong, turning off the Newell, heading eastwards through Grenfell, then passing through Cowra, (spotting the Country Gardens Motel, my Cit-in 2020 stay) and Bathurst, the run down through the Blue Mountains was good, the highway works finished at last. A pit stop was necessary at Penrith, a chance to say hello to Denton in his workshop and then arriving in Gladesville refreshed.

Three days in Sydney were spent developing plans for the next book (*Citroens in Australia*) with new co-author Mark Provera. Enjoyed the downtime, stayed off the roads for three days, was good to reflect on Motorclassica and the tasks ahead. Then before leaving Sydney, a night stopover with relatives in nearby Castle Hill and meeting cousins in Gosford not seen for many years was a bonus.

“Try us Monday, Les’ll be home”

**Monday 21<sup>st</sup> October.** With three more visits planned along the way, I made phone calls to Citroenists (Joe and Athol) both north of Gosford, unfortunately this time nobody home, so I set off to visit Les and Eva Francis again in beautiful Congewai mountain country. Loved their company, and so good to spend two hours looking over their collection. Getting there, was good fun winding through undulating rugged landscape, mountain backdrops, farms and horse grazing properties.

The DS5 proving a delight to drive, I then headed some 4 hours north through Cessnock and Singleton, carefully interpreting complex road sign directions to connect onto the Golden Highway making good progress via Cassilis to Coolah by 5pm, the next overnight, at the McMaster residence. So good to catch up with Shiona, she seemed to be coping well and still busy as ever. Was a pleasure to sign the DS books for her three daughters, likely Christmas presents for sure. Her late husband, Bruce was so supportive and enthusiastic about the making of our DS book, he maintained and loved his many Citroens throughout their working life. We miss him dearly.

Homeward, a lone record of 1065 ks!!

**Tuesday 22<sup>nd</sup> October.** Departing around 8.30am, Shiona had things to do, places to go, I set a course to make Stanthorpe or even Warwick. Well, after stopping for another cuppa at Dircks, this time another client and another jet motor in pieces on the table, a picnic lunch at our favourite spot in Uralla, the DS5 and I were making such great time. Police cars and radars were everywhere on the trip but with cruise control set just above the limit, I managed to make good progress. Crossing the border mid afternoon, I felt pretty good on the Stanthorpe bypass and nearby Warwick too, nearly home, let’s keep going, so I did. This time, instead of taking our favourite Heifer Creek Range road to Gatton, I diverted through Toowoomba, down the range, the highway so smooth into Brisbane by 6.30pm. The sun was down, the

peak hour traffic gone, so the Bruce Highway north was easy, the DS5 cruising so nicely, cockpit lights lit up and 113kph on the heads up screen. Arrived home at Lagoon Pocket at 9pm, I slept well that night, mission accomplished (only one DS book left in the boot) and a personal distance record too.

Yes, will do it again!

**During the 4560 ks round trip**, I never felt lonely and the DS5 was a joy to drive. The 2 litre turbo assisted diesel engine did not miss a beat and I made a point of refuelling at significant high use service stations for good diesel. My never ending collection of background CD music, Vivaldi’s Four Seasons, Sarah Brightman swooning, Roberta Flack, Dione Warwick and rambling Dylan tracks certainly entertained me, massaged my thoughts and kept me focussed and in great spirits all the way. After all, Narelle and I had done these road trips so many times before.

I’ll do it again, I proved that I can do long trips all by myself now.

And already confident to drive the DS23 Pallas to Cowra 2020, see you all there.

## Geoffrey Webber

Below. Geoff and his beloved DS 23, the inspiration for his book, Citroën DS The classic car in Australia.





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