

FRONT DRIVE

Australia's National Magazine For Citroën Owners And Enthusiasts



THE 5CV ISSUE

January/February 2020 Vol 43 No 6

COMMITTEE

PRESIDENT	Ted Cross (03) 9819 2208 (H) president@citroenclassic.org.au
SECRETARY	Tim Cottrell secretary@citroenclassic.org.au
TREASURER	Ian Macdermott treasurer@citroenclassic.org.au
ACTIVITY CO-ORDINATOR	Lee Dennes 0438 286 181 (M) activities@citroenclassic.org.au
SPARE PARTS OFFICER	Lance Wearne (07) 3351 8327 (H) spareparts@citroenclassic.org.au
PUBLICATION EDITOR	Russell Wade (03) 9570 3486 (H) editor@citroenclassic.org.au
COMMITTEE PERSON	Robert Belcourt (03) 9885 4376 (H) Max Lewis (03) 9372 0921 Bruce Stringer
WEB WALLAH	Bruce Stringer (03) 5250 2727 (H) webwallah@citroenclassic.org.au
MEMBERSHIP SECRETARY	Ian Macdermott treasurer@citroenclassic.org.au
ASSETS CUSTODIANS	Max Lewis and Ted Cross
ICCR REPRESENTATIVE	Ted Cross (03)981 9220 (H)
LIBRARIAN	Kay Belcourt librarian@citroenclassic.org.au
FOR SPARE PARTS & TOOLS	Contact Lance Wearne 0424 054 724 spareparts@citroenclassic.org.au (If you phone, please do so at a reasonable hour).
CLUB SHOP	Kay Belcourt. clubshop@citroenclassic.org.au For Citroën models, memorabilia and other items.

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. 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 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.

CLUB PERMIT & SAFETY OFFICERS

Russell Wade	(03) 9570 3486 (H)
Philip Rogers	(03) 5944 3091 (H)
Ted Cross	(03) 9819 2208 (H)
AOMC	LIASON OFFICERS
Max Lewis	(03) 9372 0921 (H)
Russell Wade	(03) 9570 3486 (H)

COVER IMAGE

Citroën 5CV (Bussy) first car driven around Australia by Neville Westwood in 1925. Photo courtesy of the National Museum of Australia.

<http://collectionsearch.nma.gov.au/object/76583>

LIFE MEMBERS

The committee awards life membership 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	www.citcarclub.org.au
NSW	www.citroencarclub.org.au
QLD	www.citroenclubqld.org
SA	http://clubcitroensa.com
WA	www.citroenwa.com
Tas	www.citroentas.org

DEADLINE

The deadline for the next edition of Front Drive is Monday May 18

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CONTRIBUTORS TO THIS ISSUE

David Gries
Dorothea Carter and Paul Osborn
Rob Little

ED SED



Hi Members.

An item omitted from the last newsletter, was the acknowledgement of the donation of \$231.10 by attending members to the talk about the Royal Flying Doctor Service, held at the general meeting on Wednesday 27th November. This member donation was matched by the Club and rounded up to \$500. Thanks to all who donated.

We have had a couple of members take their eye off the ball and let their Club Permits lapse past the 3 month period of grace, and so have had to start from scratch again. This dilemma may even apply to other states with concessional rego or permits for their classic vehicles, you might not get to use your classic in the next 12 months but it is a lot less stressful to pay the modest amount, and just continue on when service resumes.

Printers have cut staff to the bone as work dries up, and are only doing essential work, so this issue is the first to be sent out digitally, this process may evolve as time goes on and different techniques are trialled .

With ongoing serious health issues (yet to be resolved) I have found a replacement Editor, who is yet to be endorsed by the Committee at the virtual AGM. I would like to thank all those who have contributed to the magazine and all members who have put up with my eccentric style. A change of editor and a change in the method of transmission may well produce a different end product (newsletter).

Finally, without event advertisements or tales recounting past events and with one or two members being stuck at home, this a good time to put finger to keyboard and "tell all" about any Citroën related happenings, no matter how slim the Citroën connection.

Russell Wade.

PS. January nationwide new car sales figures paint a grim picture for the Citroën Fraternity:- Renault 400 cars, Peugeot 137 cars and Citroën 13 cars. Bentley sold 15 cars.



PREZ SEZ

PREZ SEZ

Citroën has a long history of importing cars into Australia. The first models arrived in 1919/20 and as we know Citroën was also the first car to circum-navigate Australia when the famous 1923 "Bubsie" completed the task in 1925. The 5CV became a popular model for Citroën in Australia and was targeting female drivers around the world. In this edition of front drive Russell will expand your knowledge of this wonderful classic Citroën.

I have been working on three Citroën projects at once. This is unfortunate, and should not be tried at home, but necessary as I try and clean up my collection of Citroëns in 2020. I always work better with targets and timelines and I am determined to clean up my current crop of good intentions.

Even though Citroën has been importing cars for around 100 years the brand is currently going through hard times in Australia. Existing Citroën owners like us are enjoying keeping the old cars on the road but modern Citroëns are only being sold in unsustainable minute numbers. As we know Citroën is currently amalgamating with other brands and at the same time rationalising its own models. Let us all hope that they continue to support the Australian market for Citroën in these difficult times.

So just drive your classic Citroën as often as you can whilst you still can.

Ted Cross





So what on earth is this photo doing here? Helen Cross insisted that I (Russell the Editor), always taking the photos but never appearing in the them, should be photographed. I insisted that Helen, the person behind the scenes, looking after the details, such as food and drinks at Club meetings, should also appear in the photo.

ACTIVITIES

APRIL

MAY

POSTPONED FOR 3 MONTHS
FURTHER INFO TO FOLLOW

JUNE

**SPECIALISTS IN SUPPLY
OF UNIQUE AND
HARD TO FIND TYRES**

**STUCKEY
TYRE
SERVICE**
RACING SINCE 1972

828 Sydney Road Brunswick Victoria 3056 Phone (03) 9386 5331 www.stuckey.com.au

RACV BRITISH & EUROPEAN MOTORING SHOW



An interesting line up of Citroëns (from the CCCV), included a pair of Safaris's.

The other images, right, show the diversity. The large line up of Classic Motorcycles top, followed by the well made 50° Benz 220 ute and the 2 French beauties (Alpines).



Middle, care needed to keep these 2 old Volvos apart in case the multiply. Then the big boys, with the increasing number of SUV's on the road, it was inevitable that their older relatives would invade the Classic car field, the Range Rover appears to be an interloper on normal registration plates.



The light trucks (that can be driven on a normal car licence) just like pop had, are becoming popular.

The early Saab (possibly a two stroke) is becoming a rarity, as they they were quite rare when new.





A good display of classic Morgans but no classic 3 wheelers, the red car (left) is a Triking (a Morgan lookalike), with a Moto Guzzi engine. The lower green car is a current production 3 wheeler (reintroduced in 2011), note full registration plate.

MG had a huge collection including many pre-war models and even some current Chinese MZ versions. Below, the classic looking Elite appears to be a made up car with no club or normal rego visible.

The two lower images, with the bright colours on the Daimler, looking out of place, and the right image, how to ruin a Mk 6 Bentley. If you own the car the choice is yours.



FROM RUSSIA WITH LOVE



Church of our Saviour on Spilt Blood



Fellow members Dorothea Carter and Paul Osborn, purchased their petrol powered Peugeot Partner (Citroën Berlingo twin) in the UK. The ex UK Water Board van was documented as a white van (it had been painted in Water Board fleet colours), this caused a number of issues at check points in their travels, ie car not matching documents. Traveling from the UK through Europe they covered 36207 Km, the only official camping ground they used is this one below, by the Neva river in St Petersburg.





Upper left, old rockers, or a Russian version of the Rolling Stones.

Upper right, the Naval Museum in Murmansk, while on the right, Dorothea tries a submariner's quarters in a sub. at the Museum.

Below, modern bridge and freeway over the Kola river in Vladivostok, which is a naval city.



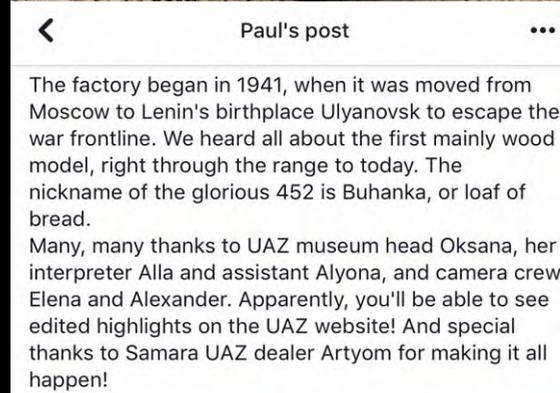
Upper left, the Aurora ship, which is said to have started the 1917 Communist revolution, to its right the Hermitage Museum with 2 of its rooms shown. Below those are 2 views in the St Petersburg underground railway station. The lower image is of Paul and Dorothea in a market and seeing that white thing on the left, to paraphrase Crocodile Dundee, "now thats a sausage".





Upper left, an authentic Yakutian meal of white salmon in pastry and reindeer fillet served on carrot with blueberry sauce. There is a Permafrost site in a nearby mountain, here you see Dorothea, suitably rugged up sitting on an ice throne. It became more rustic as they headed north with cows on the road. The ferry lower left is on Olkhorn Island (with no roads), which is in Lake Baikal, the largest fresh water lake in the world (by volume), 1642 meters deep, and claimed to hold 23% of the worlds fresh water. Below, Paul is shivering out of the lake after attempting a swim.

Above, Dorothea sipping from a unusual 3 legged cup, and right, an interesting Yakutian style meal, young horse (7 months old) with peppers and local fish (chir). On driving past a UAZ dealership and stopping, Paul was able to see these mythical vehicles in the flesh. He secured an advertising booklet and was able to arrange a visit to their museum. These rugged 4 wheel drive vans can go almost anywhere, and if you thought the 2CV was the last car to have a crankhandle, the UAZ like its fellow Russian vehicle, the Lada Niva (above right) can still be hand cranked .





Above, Dorethea doing a spot of waitressing,
Below, Paul (in coat) gives Ian some finer details.



An excellent turn out of members, boosted by a number of interested CCCV members, with Paul and Dorothea, sharing the highlights of their 3 month Russian self organised tour.

Again, Helen Cross came up with goods, sourcing small thimble glasses, for a nip rather than a shot of vodka, to enhance the theme of the evening.

We must all thank Dorothea and Paul for an enjoyable evening, for what in retro-spect has turned out to be the last Club meeting/event for some time.

Below, girls just want to have fun, and right, the boys don't want to miss a round.



CITROËN

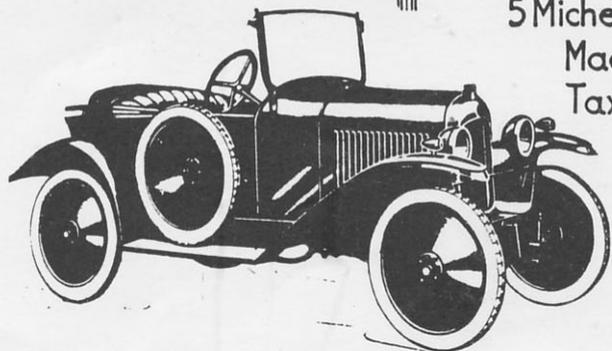
THE CAR THAT CROSSED THE SAHARA

The 7.5 h.p. 2-seater
£195

The Citroën Engineers have reproduced, in this 7.5 h.p. Model, the design and qualities which have brought world-wide fame to the 11.4 h.p. Citroën, the type used for crossing the Sahara.

Built on the lines of a big car

4 Cylinders, Water-cooled.
Back Axle with differential.
Electric Lighting & Starting.
5 Michelin Wheels & Tyres.
Magneto Ignition.
Tax £8 per annum.



THE CITROËN 5CV

In the days before the term "reality check" came into vogue, this early advertisement for the 5CV (left) seems to be equating the virtues of the petite 5CV, with the much modified by Kegresse-Hinstin, Citroën B2 auto chenilles (right), perhaps to try and suck in conservative, and not particularly car savvy English punters. You will note that one of it's features is having a differential, this was to distinguish it from the many crude cyclecars available (without a differential) at the time. These were only a fraction smaller than a 5CV, while they dominated the 2 seater market.



Following the release of the 5CV at the October 1921 Paris Motor Show, the French advertisement, (below) also makes a great virtue of the car as a two seater. This was an era when a pattern of car ownership had yet to evolve. Since most people had never owned a car they had no idea what they wanted or what style or layout suited their needs.

LA PREMIÈRE VOITURETTE FRANÇAISE CONSTRUITE EN GRANDE SÉRIE

LA 5 HP CITROËN

ALLUMAGE PAR MAGNÉTO
Modèle 1925

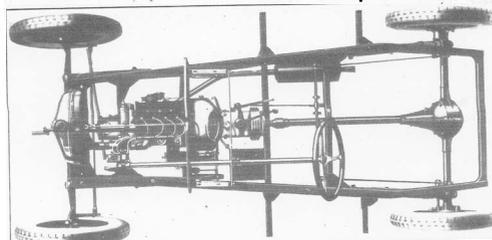
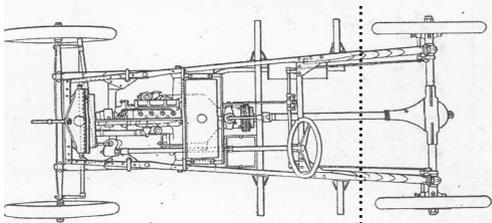
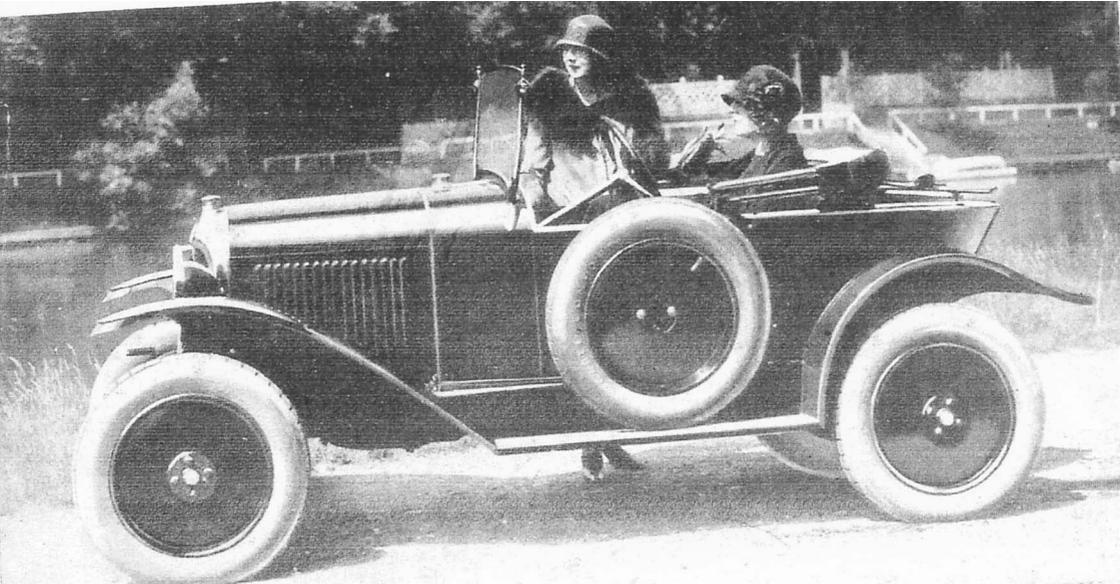
LA MEILLEURE RÉFÉRENCE
60.000
VOITURES
EN CIRCULATION

PRODUCTION
JOURNALIÈRE
126
VOITURES

TORPÉDO 2 PLACES LIVRÉ EN BLEU, BRUN OU NOIR

4 CYLINDRES 55 - 80 - 3 VITESSES - ÉCLAIRAGE ET DÉMARRAGE ÉLECTRIQUES
5 ROUES GARNIES DE PNEUS - PONT ARRIÈRE MUNI D'UN DIFFÉRENTIEL
SON PRIX D'ACHAT RÉDUIT LA MET À LA PORTÉE DE TOUS
SON ENTRETIEN MODIQUE EN FAIT LE VÉHICULE UTILITAIRE PAR EXCELLENCE

ANDRÉ CITROËN, Ingénieur-Constructeur, 143, Quai de Javel - PARIS



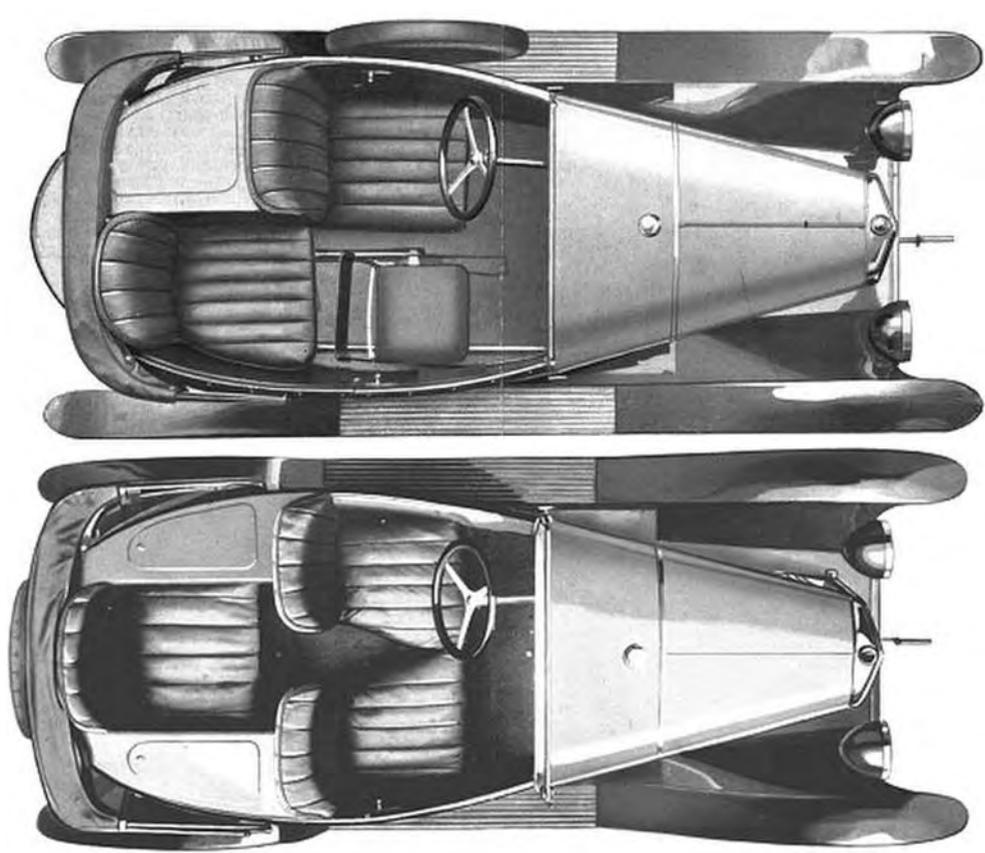
Production and sales only really got under-way in 1922, the initial cars denoted as the model C. This was shortly after the larger car, the B2 had entered production. The B2 had of course continued on from the first Citroën, the type A. Later in 1922, with a few minor changes the model designation became C2, this is also known as the short chassis, the chassis finishing on the vertical dotted line, see upper left.

In late 1923 the wheelbase was extended by 100 mm, but importantly the chassis was extended, almost level with the rear edge of the rear wheels, see middle left. The reason for this extended chassis was to allow vans such as that on the left, as well as 3 seaters as on the next page, to be built. The top one with the sliding seat was not popular, and was soon superseded by the model below it with cut away front seats and a centre rear seat. This is known as the Trefle or Cloverleaf.

A performance chart is shown below and to the right is a specification sheet.

PERFORMANCES

Modèle	Pneumatiques	Circonf. de roul. du pneu (mm)	Couple conique	Mètres parcourus par tr. mot.	Nombre de tours à 1 km/h	Vitesse d'utilisation		Vit. max (en km/h)
						Tours/mot.	km/h	
C - C3	715 x 115	2 123	8 x 45	0,377	45,20	2 100	48	60



ETUDE TECHNIQUE ET PRATIQUE des CITROEN "5 CV" type C, C 2 et C 3

PRINCIPALES ÉTAPES DE L'ÉVOLUTION

- Octobre 1921 Présentation de la « 5 HP » type « C »
- Mai 1922 Début de la fabrication
- 1923 Quelques C2 (variantes de carrosserie du type C Torpédo ou cabriolet) avec châssis renforcé. Lancement du type C 3 à châssis long.
- 1924 Adoption d'un pont arrière renforcé avec denture à taille hélicoïdale en remplacement de la taille chevron.
- 1926 Montage de freins conjugués, pédale agissant sur frein de transmission et en plus sur les tambours arrière.

CARACTERISTIQUES CHASSIS

Modèle	Désignation du service des Mines	Type	Appellation commerciale	Vole AV et AR (en m)	Empattement (en m)	Poids châssis (en kg)	Poids carrossé (en kg)	Pneus
C et C2	C	C	5 CV	1,18	2,25	410	543	700 x 80
C 3		C 3	5 CV	1,18	2,35	410	590	715 x 115

Modèle	Dates de production	Numéro de châssis	Observations	Carrosserie
C et C2	Mai 1922	1 à 76.000	Egalement pneus 700 x 90 sur C. Type C 2 = empattement 2,25, mais châssis renforcé	Torpédo 2 places Torpédo 3 places (Trèfle)
C 3	Mai 1926	101.000 à 105.232		

Augmentez la vitesse moyenne et le rendement

DE VOS VOITURES

CITROËN

PAR LES

Transformations F. CRESPELLE

Ex-Chef du Service Sportif aux Usines Citroën

donnant réellement
Une Puissance

supplémentaire
de 40 à 100 %

suivant quelles sont avec ou sans
Culbuteurs

Une Vitesse

en côte de 10 %

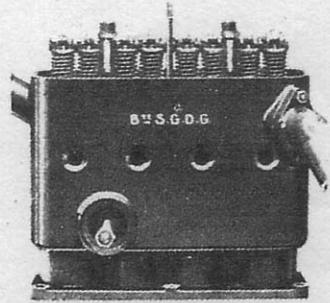
de 50 à 70 km. à l'heure
et en palier

de 80 à 115 km. à l'heure

Selon Carrosserie



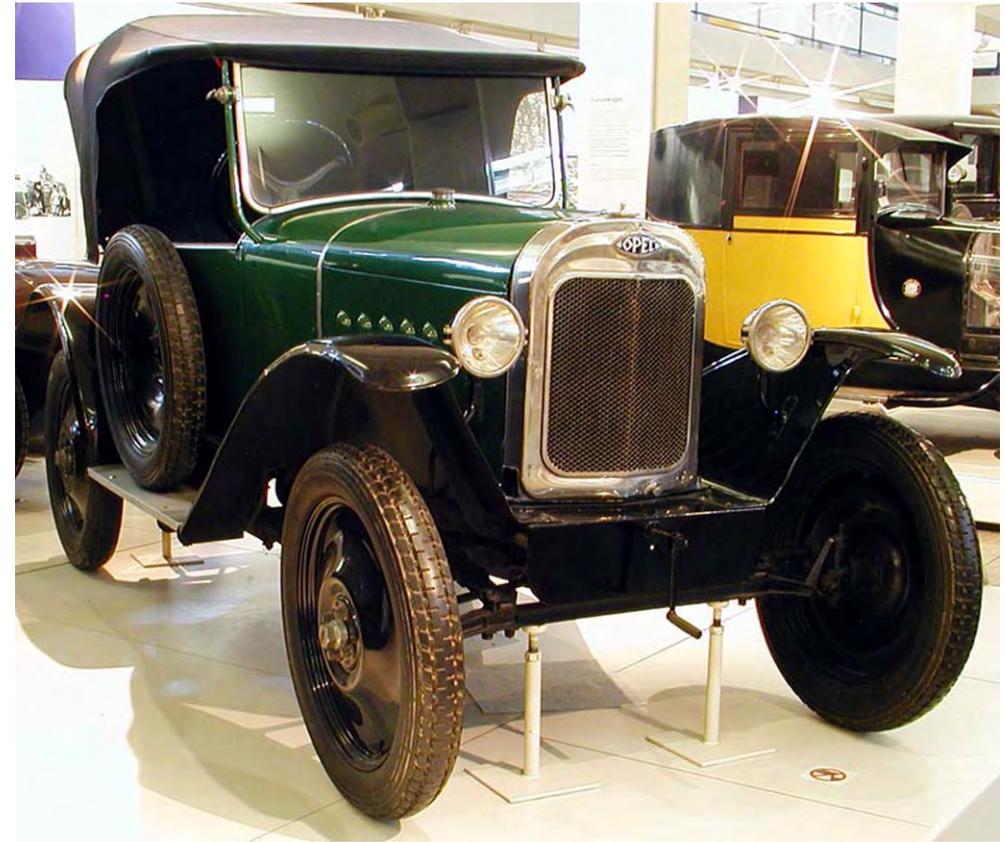
Vue du Bloc à Culbuteurs 5 CV de face



Vue du Bloc à Culbuteurs 5 CV - Côte-éclapement

LES SEULES COMPLÈTES ET RATIONNELLES

Bureaux et Ateliers : 23-25, Avenue Daumesnil - PARIS (12^e) Téléphone : DIDEROT 53-16
Maison fondée en 1904



The 5CV was initially marketed as a ladies car because of its small size (easy to park) and light weight (easy to steer). For some French ladies who thought 60Kmh (top speed) was too slow, there were a number of ways to go faster including this OHV conversion. Another expensive accessory was a speedo, so she could boast about her speed.

Pictured upper right is an Opel Laubfrosch, a copy of the 5CV (snatched or licensed is unknown). Most were painted green. Compared with the common "pale grapefruit yellow" of the 5CV, most modern restorations are too bright.

To the right is a diminutive 5CV mixing it with the Renault Taxis in Paris.

Roughly 83,000 5CVs were built but as they only cost 60% of the full sized B2/B10 production stopped to build more of the more profit-able full size cars.



Citroën 5 CV

THE 7.5 CITRÖEN ON TEST

IN BRIEF.

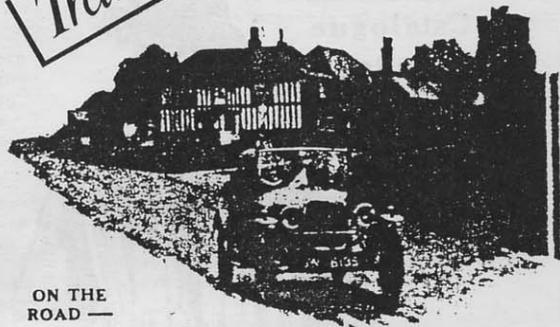
Price £195.—Tax £8.

ENGINE: Four-cylinder water cooled 55 mm. by 90 mm., 855 c.c. R.B. magneto, Splex carburetter.

TRANSMISSION: Plate clutch, 3 speed gearbox and enclosed drive to differential.

EQUIPMENT includes 5 lamps, electric starting and horn, spare wheel, hood cover, and full kit of tools.

Traction arrière



ON THE ROAD —

The upper photograph shows the 7.5 Citroën rounding the hair-pin near the summit of Ashford hill in the Peak district. Below, a snap on the St. Albans Road which shows the graceful lines of the car and the ample accommodation provided for two passengers.

The specification, with the exception, as already stated, of magneto ignition, remains practically identical with the earlier models, and comprises a four-cylinder water-cooled engine cast en bloc, with 55 mm. by 90 mm. cylinders.

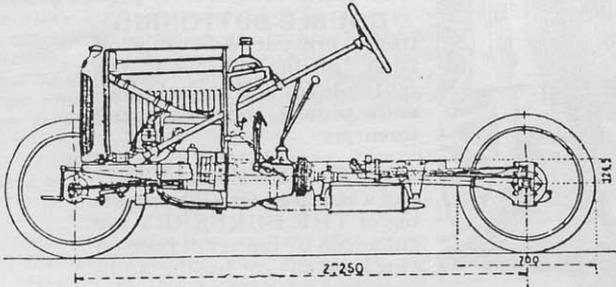
An "Eleven" in Miniature.

The engine, single dry-plate clutch, and three-speed gearbox with central control, are in one unit, the final drive being by enclosed propeller shaft, the well-known Citroën Chevron gears, and differential.

The wheels are of the Michelin detachable type, shod with 700 mm. by 80 mm. Michelin tyres; suspension is by quarter-elliptics all round, steering is of the worm and sector irreversible pattern, whilst the foot brake operates on the transmission and the hand brake on the rear wheels. The car is equipped with dynamo lighting and electric starter, electric horn, R.B. magneto, and horizontal type Solex carburetter.

One of the most astonishing features of the 7 h.p. Citroën is that in road performance, "handling," and general appearance, it is very similar to its larger brother, the 11.4 h.p. model. More particularly does this apply to the sound when running, the all-out speed—about 45 m.p.h.—and the peculiar

B37



AN INTERESTING CHASSIS.

This scale drawing conveys an excellent idea of the lay-out and should be compared with the sketch on the next page, which reveals how the magneto has been fitted in place of the coil ignition unit shown above.

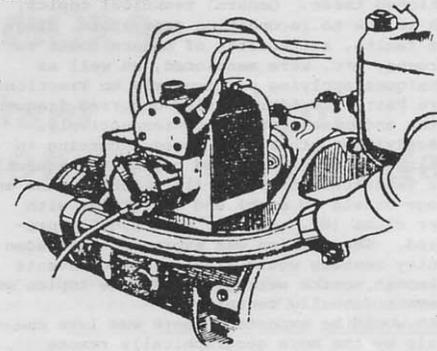
substitution of magneto for coil ignition, has shown up this diminutive car in an even more favourable light, particularly as what may be termed more than usually severe touring country, taking as a standard the route of the London-Manchester trial, was traversed.

THE 7.5 CITRÖEN ON TEST (contd.).

capability for hanging on to top gear on even the longest and most tiring gradients; in fact, one might very easily deceive oneself into believing that one was handling the larger car.

No better tribute could be paid to its pulling powers than to make such a statement, when it is borne in mind that the engine capacity of one is 855 c.c., with a total weight (unladen) of 10½ cwt., whilst the engine capacity of the other is 1,453 c.c., with a total weight (unladen, four-seater) of 17 cwt.

When one gets down to rock-bottom, however, it becomes evident that it is a question solely of power-weight ratio and that the manufacturers have arrived at the most satisfactory combination by very careful calculation.



The mounting of the magneto is effected by an extension bracket on the side of the timing case. Note the position of the generator on the forward end of the same casing.

To say definitely that the magneto is an improvement over the coil ignition previously fitted is possibly stretching a point, but we have no hesitation in asserting that, with the former type of ignition the car is handier.

The magneto is more foolproof, if such an advantage may be offered without implying anything of a derogatory nature to coil ignition, and is, therefore, more suited to the every-day use of the average owner-driver.

We have yet to discover any Citroën which did not give way within a few seconds to the gentle persuasion of the electric starter, even from dead cold, and the 7 h.p. model is exemplary in this respect. The gearbox—a replica on a slightly smaller scale of the larger box—is childishly easy to handle, the steering is good, and the brakes, particularly that operated by the foot on the transmission, are powerful to a degree, which imbues one with the utmost confidence either in traffic or when very hilly country has to be covered.

A Good Hill-climber.

The transmission brake on the particular model which we tested required very careful treatment, the lightest pressure of the toe alone serving to produce a velvety action, whilst, if the foot were pressed down hard on the pedal, the resulting deceleration can only be described as fierce.

On main-road hills the car is essentially a top-gear performer. As an instance, the steep rises leading out of several villages between St. Albans and Stony Stratford, not to mention the long drags encountered between them, were negotiated easily on top; in fact, only one change of gear was necessary on account of gradient until reaching the first

B38

test hill—Ashford—included in the London-Manchester.

High-powered cars might struggle over this—at any rate, until the final hair-pin—on second gear, but it can safely be said that the average car must perform come down to first. The Citroën was not sufficiently powerful to achieve the more meritorious performance, but it went up on its lowest gear, with an ample margin of power, and was restarted successfully on the worst portion of the gradient.

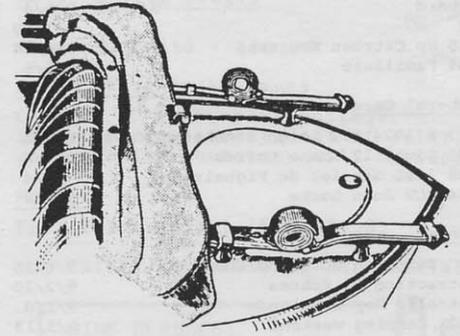
In view of the fact that such a small power unit is fitted, it is not surprising that a petrol consumption as low as 45 m.p.g. can be obtained, with a correspondingly good consumption of oil, but these points are well worth bearing in mind by those with an eye to economical motoring.

The Long-stroke "Punch."

A fact which may at first be overlooked in the engine is the relation between the bore and stroke dimensions, the latter being particularly long and accounting, no doubt, in a large measure for the undoubted "punch" of which the power unit boasts. That the small bore has a corresponding effect on the annual tax is also a point worth bearing in mind.

We have two criticisms to offer: The first centres in the shape of the seat squab, which is rounded slightly to fit the back of each passenger, and, therefore, makes it rather difficult to carry a child, for whom, otherwise, there is ample room.

The second centres in the fact that, when cornering at speed, the back of the car is inclined to dither. Perhaps it would be fairer to say that, for such an extremely lightweight vehicle, it corners remarkably well, but we think that an improvement out of all proportion to the expense involved would be effected were shock absorbers fitted, and we understand that the manufacturers are favourably considering a suggestion to this end which we have made to them direct.



Luggage carriers, to which two suit cases can comfortably be strapped, leave the locker free for tools, spares, and oddments. There is still room in the locker for spare petrol and oil.

Throughout our run of over 400 miles we had no occasion to open the toolkit. The locker at the rear, as a happy photograph in a previous issue showed, is much larger than anticipated, whilst a refinement is the fitting of luggage-carrying brackets and straps. No water at all was added to the radiator over the whole distance, and a pint of oil sufficed to replenish the sump.

The price of the two seater model is £195, coupé £245. The car is handled by Gaston, Ltd., the Sales and Service Department being at Larden Road, Acton Vale, London, W. 3; the showrooms at 60, Piccadilly, London, W. 1.

FIRST CAR DRIVEN AROUND AUSTRALIA



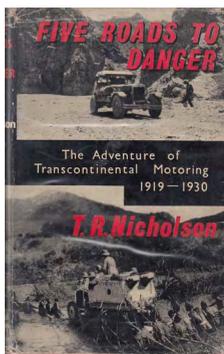
The following story comes via David Gries, and was published in part in an earlier edition of Front Drive. It is an extract from the book "Five Roads to Danger" by T R Nicholson, published in 1960. (Right)

Like much of history, it is based on first or second hand accounts of the events, as told by the participants, often years later, some accounts refer to Neville Westwood as Noel Westwood while The National Museum of Australia in Canberra, who retain all Neville Westwood's original documentation spell his first name "Neville" in two different ways in the same website article.

So the map shown is only approximate as there were no defined roads in many places and the participants were not surveyors. There were probably few "way points" for surveyors to refer to anyway.

The other anomaly is a stories about the first "motorist" to drive around Australia, is the fact that another Perth man, Mr A Grady has claimed to have ridden a motorcycle around Australia starting in October 1924, so for Citroënists here is the Westwood version.

The image, top right shows Neville ready to go, note the rear mudguards intact and the skinny tyres, later images show fatter tyres on the road wheels (not the spares) and this gives credence to another authors version of the expedition, that once the journey became national news, Neville received an offer of 4 heavily discounted tyres plus a free tyre pressure gauge.



The Extract

When Neville R Westwood and Greg L Davies drove out of Perth on 4th August 1925, they had no idea that they were going to motor ten thousand miles in an enormous circle. Westwood who was only twenty two years old, was a Seventh Day Adventist evangelist: his companion was a student of the same persuasion, and their object was to undertake mission work in the remote bush of the north-west corner of Australia. None less like a "worksponsored professional record breaker" could be imagined. Their car was a tiny 1923, 7 hp Citroën two seater boat tailed, Torpedo (convertible), probably an early French bodied car, as most of the 2000 or so sold locally had Australian made bodies. They nicknamed the car "Bubsie", it had already run up forty thousand miles, (which in 2 years seems questionable, Ed).

The route took the little car inland to Meekatharra and thence to Nullagine, Marble Bar and Condon on the coast. At Pardoo Station, the missionaries entered upon the howling desolation of Madman's Track, where in the gold rush days of 1887-1888, prospectors walking from the Kimberleys to Roebourne Station had died or gone out of their minds from heat stroke and exhaustion. The three hundred and twenty miles of the track between Pardoo Station and Broome had certainly not been improved since those days. The West Australian desert ran down to the sea at Ninety Mile Beach, where the two motorists were able to cool off. While on Madman's Track, the Citroën's petrol tank sprang a leak in a very inaccessible place. Westwood connected up the intact reserve supply to the carburetor with a length of rubber tube, but the petrol perished it. Desperate measures were called for, so for a good many miles he drove with one finger stopping up the hole in the tank, steering with the other hand and depending on his companion for directions, for he was facing backwards or sideways and could not see where he was going.

The way to Derby lay straight across a hundred miles of bush infested with huge anthills and dunes, heavy sandy tracks and river crossings.

At Fitzroy River Crossing on 3rd September, the Citroën was hauled over the river by a gang of aborigines on the end of a tow rope attached to the front axle. Westwood and Davies were in no hurry, and frequently left the recognized tracks to bounce their way across the deep creeks and rocky ravines to isolated stations. There they invariably met with the warmest hospitality. At Hall's Creek they stayed for no less than a fortnight. Hall's Creek was the last township they would see until they reached Camooweal, the best part of a thousand miles, and even homesteads would be few and far between. Then they pushed on for the Northern Territory border, crossing it on 22nd September. The country became steadily rougher and the heat was increasing to tropical intensity.



The bush tracks in this region, always overrun by tall grass, often fade away entirely. At the best of times they were beset by fallen trees, stumps, anthills and limestone outcrops, all concealed in the grass until a car was on top of them, in spite of the efforts of the lookout. The brush might be so thick that a path had to be cut through it, or the car used as a battering ram against smaller trees. Elsewhere, the passenger would continually have to climb out and push fallen trees and slabs of rock out of the way. There were numerous creek beds and gullies blocking the path, where the banks had often to be broken down with picks and shovels and cleared of scrub, then the block and tackle was used to drag the car out. In these conditions an average speed of less than walking pace was to be expected, for if one hit a rocky outcrop at any greater speed, a tyre could be torn clean off the wheel.

Sometimes an obstacle could not be broken down or flattened, and had to be circumvented. In doing so it was all too easy to lose all sense of direction and become "bushed"-lost- and then the odds began to mount still higher against the motorist. His water or petrol might run out with the additional mileage, or through the roughness of the going: and then, unless he was very lucky indeed, he was finished. In 1923 a motor party had almost perished in this way from thirst and starvation.

Before reaching Wave Hill Station there was also a sheer cliff of loose rock to be climbed; the "jump-up" which marks the beginning of the Barkly Tablelands. After the "jump-up", the going became a little better, though still at first through thick bush, until this abruptly ended and the traveler emerged on to rolling open plains.

The Citroën's inner tubes were soon full of holes, so it ran for a hundred miles without them. The covers were filled with grass, and when this disintegrated to powder, Westwood packed them with gum leaves. These cushioned the long suffering car as far as Wave Hill Station, reached on 23rd September. Obviously something more effective would have to be improvised, if only for the sake of the springs. So when the travelers heard that a bullock had just been killed, they acquired its hide and packed the covers with that. After thirty or forty miles, these "solids" (tyres) began to come off, and it was found that the hide had become well and truly "cooked" by the friction.

At Victoria River Downs, a property of thirteen thousand square miles, and said to be the largest in the world, some repair materials were discovered, none too soon.

Across the Katherine River, the Citroën reached the railhead of the Darwin line at Emungalan on 8th October. The rains had begun, and the car was halted for ten days to give the track a chance to dry out. Westwood traveled by train to Darwin to try to find some new inner tubes. When he returned to Emungalan he was armed with a selection of tubes from Harley-Davidson, Triumph and Indian motorcycles, all of them second hand, but at least they fitted. On the 18th the young missionaries were off again, and between Emungalan and Marranboy met a pros-pector who was suffering from ptomaine poisoning. Alone in his cart, he had already traveled four hundred miles in search of a doctor. He only had another hundred miles to go, so firmly refused the offer of a lift in the car. The "wild" aborigines in the vicinity of BoolaBoola mission were said to be fierce and treacherous, but Westwood found they responded to kindness, and would not attack white men unless maltreated or interfered with. At one point the Citroën had difficulty in finding and following the track, but its crew knew that they were not lost when they came across a burnt out car which had been abandoned by Francis Birtles during one of his long drives. They struck the Overland Telegraph line which linked Darwin to Adelaide, and headed for Daly Waters, then two hundred and ten miles to Newcastle Waters Station. For a stretch of a hundred and eighty miles there was no sign of human habitation until Anthony's Lagoon Station was reached. On some stages of this journey through the wilderness, enough petrol for seven hundred miles had to be carried.

The Barkly Tableland was unfolding before the Citroën in an endless vista of long golden almost treeless plains, high, dry and undulating. It was cut up into properties which might be the size of Belgium, each inhabited by a maximum of a dozen white people. Men traveled two hundred miles to buy tobacco, and seven hundred miles to the annual race meeting at the Rankine store. In the dry, the black soil offered the perfect surface for a car, but a shower would turn it into an evil morass in a few minutes; a gumbo into which man, beast and machine sank and wallowed. If cattle were driven along a track while it was still soft, the sun, on coming out, would bake the churned-up soil into iron-hard ridges and potholes which shook to pieces any car which tried to bounce over them at more than a couple of miles an hour. Punctuating the grassy plains were small patches of so-called "desert-soft", sandy soil growing spinifex and other species of starved shrub, and studded with anthills. The tracks across the tableland were confusing and liable to disappear altogether, which in a largely waterless country without landmarks was dangerous for the motorist.

Brunette Downs and Alexandria Station went by, and near Lake Nash the car crossed into Queensland through the rabbit-proof fence, six hundred miles long, which separated the state from the Northern Territory. It was 29th October. From here to Brisbane there was a good fair-weather road, with the emphasis on "fair-weather". In fact the five hundred and thirty miles from Lake Nash to Winton only took twenty seven hours. Five or six miles of very boggy going was encountered at first, in which a number of stranded cars were passed, but the Citroën was extremely light and had good ground clearance, so experienced no trouble.



After Camooweal the Tableland ended and the country became thicker and more difficult. This bushland was intersected by innumerable sandy creek beds and gullies where “corduroy” crossings of timber might have to be cut and laid down. Some creek crossings were of fine shingle, into which a car would sink more easily than into sand, which offered more resistance.



It was seventeen hundred miles from the Northern Territory to Brisbane, and the little Citroën accomplished the journey in the remarkable time of seven days. November 6th found Westwood in Brisbane, and from there he descended the East coast by easy stages. He reached Sydney on the 17th, passed through Melbourne and was in Adelaide by 14th December. By this time he was alone, Davies having left the expedition at Albury in New South Wales.

Leaving Adelaide on the 16th, Westwood came to Port Augusta the following day, and then pointed his car west across the desert bordering the Great Australian Bight. The Yardea Sands provided some very heavy going, and so Westwood warned against any attempt to cross them alone in the summer months. Between Eucla and Balladonia, a distance of three hundred and thirty miles, he met no resident white people at all, but did come across a party of two woman and a man whose car had broken down. Unable to repair it, they were almost at their last gasp. They had no tools and no vestige of mechanical knowledge, but Westwood, scarcely better off himself in these respects, was able to provide them with some water and probably saved their lives.

He spent Christmas with his brother at Widgiemootha, and later covered the four hundred miles from Coolgardie to the outskirts of Perth in twenty three hours. There (in Perth) on 30th December, he was met by a large and admiring escort of motorists, and his car was subsequently displayed in the window of the local Citroën distributors. In all, he had covered ten thousand seven hundred miles in 148 days of unhurried travel. His worst day's run had been twelve miles in fifteen or sixteen hours, when he was constructing his own road for most of the time. The Citroën had averaged a creditable 43.7 miles per gallon in very adverse circumstances.

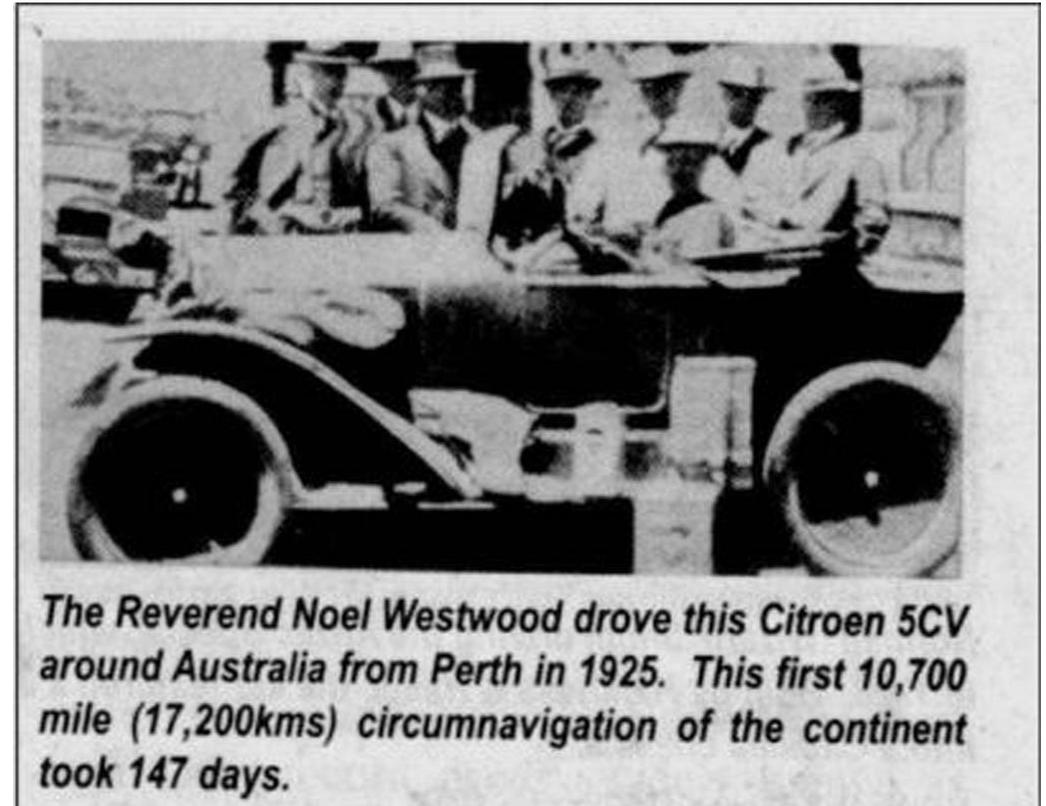
Some time after the event Neville sold the car, but later realized its historical significance and bought it back.

Neville died in 1969 and the car which had not been stored in ideal conditions was looking a little sad. Neville's son Ron had the car treated to a 1974 style restoration (simply doing it up was often referred to as a restoration 45 years ago). Ron had hoped to join Jim Reddiex in his 50th anniversary re-run of Neville Westwood's expedition. Details of this re-run follow. Unfortunately the car was not ready in time, but Jim and his crew called in to see the car while they were in Perth. Greg Davies, an old man by this time also called in to see the car. He pointed out some features and holes in the body and dashboard where Neville had made modifications for the original trip.

In 1986 the car was put on display at a Public Car Show at Lilac Hill near Perth, it created much interest and finally received the recognition it deserved as part of Australia's history, Ron then had the car re-restored for what he intended to be a 75th anniversary re-run in 2000. Unfortunately Ron's health issues prevented this happening and although he had had numerous offers to buy the car, he decided to sell it and all the associated memorabilia, photos, lantern slides, magic lantern and the many letters Neville had written back to his mother as the trip progressed, to The National Museum of Australia in Canberra. The museum undertook a conservation project on the car to stop further deterioration from rusting, see (photo on the right) courtesy the NMA. The Museum also acknowledges that the car is a 1975 iteration of the original. Some original parts were lost in the 1975 restoration, ie the cylinder block as well as the original beaded edge wheels and tyres and possibly the front and rear axles, as the later wheels have a different stud spacing.



Russell Wade Editor.





On the left the Citroën 5CV, the first car driven around Australia poses with the first Holden built in Australia, at Oran Park, in a photo (courtesy of the NMA), the owners of both cars. Below that is the plaque, used when the Citroën is on display in the Museum.

Below is a Citroën advertisement extolling the virtues of the brand, published after the event.

This 1923 Citroën 5CV two-seater boat-tail tourer was the first car driven around Australia. Between August and December 1925, Nevill Westwood's journey of more than 17,220 kilometres in his baby Citroën, nicknamed 'Bubsie', attracted great public interest. Following Francis Birtles' drive across the continent from Fremantle to Sydney in 1912, and before the development of local car manufacturing industries, Westwood's journey highlighted the possibilities of automotive transport in Australia.

Blazing the Trail

AUSTRALIA'S GREATEST MOTOR CAR PERFORMANCE



Mr. N. WESTWOOD
Member of the Australian Automobile Club
 100, Victoria Road, Melbourne
 100, Victoria Road, Melbourne
 100, Victoria Road, Melbourne
 100, Victoria Road, Melbourne



EXTRAITS.
From Mr. Westwood's report of his trip as far north as Perth, in 1925...

"BY A MOTIF HE SPARKS THE TRAIL!"

"AT THE END OF THE TRIP, HEY! 17,220 MILES IN A YEAR!"

"LAME WHEN HE WAS BORN, HE WENT TO HEAVEN!"

"UNDER THE GREAT SUN, THE FIRST OF THE GREAT WY... ALWAYS GAVE THE... ALWAYS FELT TO TAKE IN... THE... LITTLE... STRAIGHT!"

BABY CITROËN

Averaged 42 m.p.g. over 10,000 miles
—no engine trouble.

FIRST CAR TO CIRCLE AUSTRALIA

Leaving Perth on August 15th, the adventurous traveller... (text continues with details of the journey) ...



MAP SHOWING ROUTE TAKEN BY WESTWOOD IN HIS CITROËN BABY CAR. THE ROUTE IS MARKED BY A DOTTED LINE. THE DISTANCE IS 17,220 MILES. THE TRIP WAS MADE IN 1925.

CITROËN, 200 Rue de Valenciennes, Paris, are represented in Australia by Messrs. Citroën Motor Car Performance Co. Pty. Ltd., 100, Victoria Road, Melbourne. Tel. 1234, 1235, and 1236. 1925. 1926. 1927. 1928. 1929. 1930. 1931. 1932. 1933. 1934. 1935. 1936. 1937. 1938. 1939. 1940. 1941. 1942. 1943. 1944. 1945. 1946. 1947. 1948. 1949. 1950. 1951. 1952. 1953. 1954. 1955. 1956. 1957. 1958. 1959. 1960. 1961. 1962. 1963. 1964. 1965. 1966. 1967. 1968. 1969. 1970. 1971. 1972. 1973. 1974. 1975. 1976. 1977. 1978. 1979. 1980. 1981. 1982. 1983. 1984. 1985. 1986. 1987. 1988. 1989. 1990. 1991. 1992. 1993. 1994. 1995. 1996. 1997. 1998. 1999. 2000. 2001. 2002. 2003. 2004. 2005. 2006. 2007. 2008. 2009. 2010. 2011. 2012. 2013. 2014. 2015. 2016. 2017. 2018. 2019. 2020. 2021. 2022. 2023. 2024. 2025.

THE RE-RUNS

No. 1. 1975

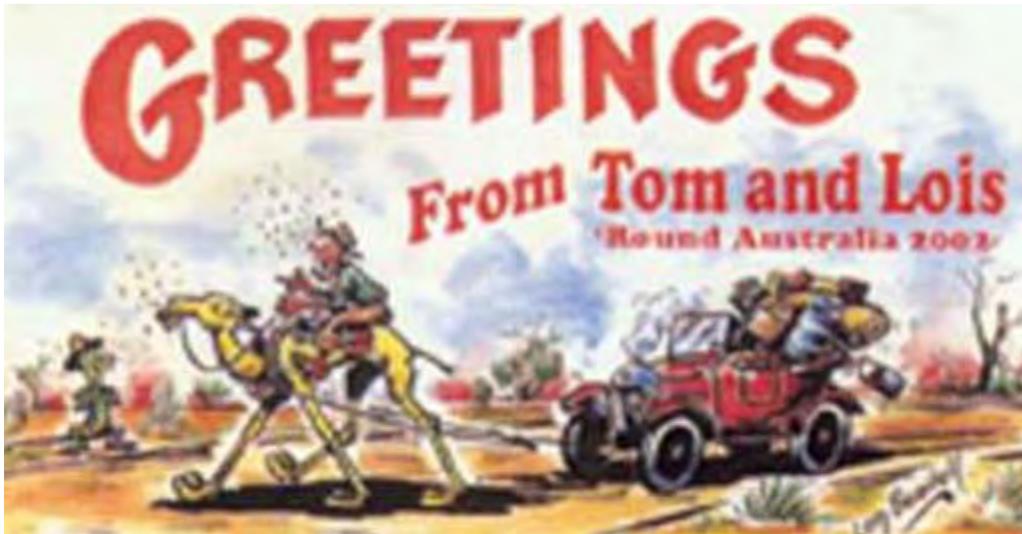
Jim Reddiex, a Brisbane Citroën Dealer (Maxim Motors) and part time rally driver (seen in this image on the right rallying a Citroën GS, then still a current model), decided to do a re-run of Neville Westwoods expedition in 1975, to celebrate the 50th anniversary of the original run. He either had or sourced a Citroën 5CV, which he named "Bubsie Too", Jim was well prepared, having rallied in the outback.



His backup vehicle in 1975 was, no, not the Toyota Land Cruiser you would use today, it was a car Jim knew well, a Citroën GS, perhaps the rally car shown in the above image, but more amazingly the GS was towing a caravan. Jim had a crew of 5 others to help him, they all took turns at driving the 5CV, not sure how they all went on the adventure (6 in a caravan?) or whether there was another support vehicle. I understand the "Aventure" as it was called took 21 days, and was completed without major dramas. Oh how the roads have improved.

As you can see by the flyer on the following pages, produced for the event, Jim also had a number of sponsors.

No. 2. 2002



Tom and Lois Newsome had a business selling and maintaining pipe organs in Perth (Castlewood Organs), and decided on a leisurely re-run in Lois's 5CV, (which was named "Matilda") in 2002. Following Neville Westwood's wheel tracks, meeting Citroën clubs and enthusiasts as they went. All went well until leaving Sydney on the Hume highway, when disaster struck. Their slow moving (60 Kph top speed) Citroën was tail ended (hit from behind). Both were badly but not critically injured as the flimsy wood framed bodywork collapsed. As you can see in the images below it appears to be a short chassis C2, or early version.



Miraculously the Citroën Fraternity led by the Citroën Car Club of NSW, with a generous outpouring of know-how, labour and replacement parts were able to repair the car, allowing Tom and Lois to continue the final leg of their trip when they had finally recovered.

Pictured right are Lois and Tom, having recovered, the rebuilt 5CV in the background.

The two lower images show them continuing their journey back to Perth



THE GREAT AUSTRALIAN ADVENTURE

1925 - 1975



Perth 1925, two young men set out north to pit their courage, initiative and a baby 1923 Citroën against the elements of the back tracks of northern Australia.

Neville Westwood and Greg Davies were to become the first in history to drive a motor car around Australia.

The car that they used was a 7 h.p. Citroën 5 C.V. A four cylinder engine of 850c.c. was the powerful heart that carried the two adventurers and their car affectionately called "Bubsie" through bush, sand and many obstacles encountered.

Picture above shows the tiny Citroën at Emmungulan in the Northern Territory.

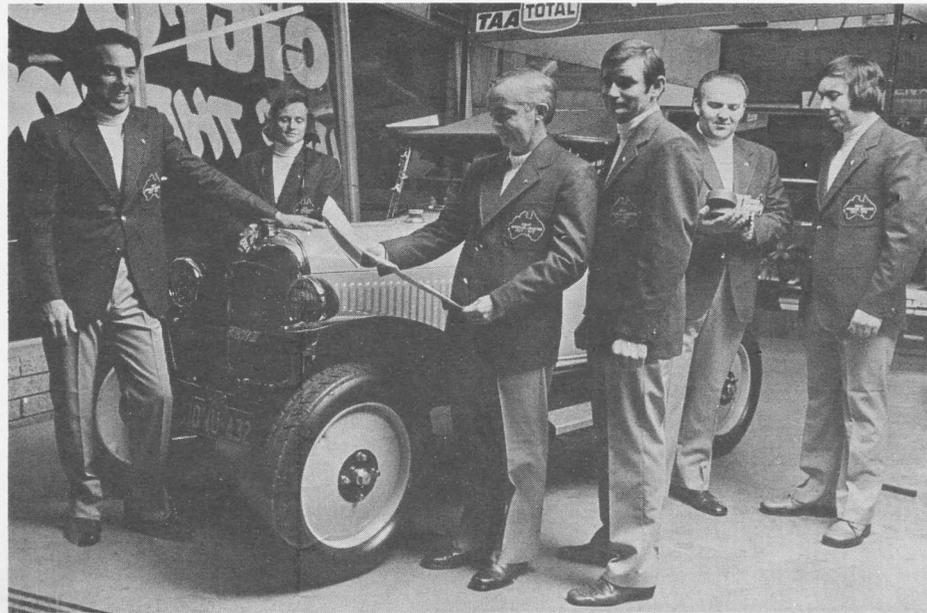
CITROËN

FIRST AROUND AUSTRALIA

The vintage car and support cars for The Great Australian Adventure supplied by

Maxim Motors

52 Abbotsford Road
Bowen Hills
Brisbane



"Bubsie Too", the restored 1923 Citroën of Jim Reddiex pictured with The Great Australian Adventure team the night before departure from Brisbane.

From left. Jim Reddiex, B. Ovens, B. McGowan, T. Ruddick, I. Ryan and P. Hetherman.

And now - 1975

Australia's World Cup Rally winner Jim Riddix decided, after seeing a photograph in a magazine, that to mark the golden jubilee of that first epic tour around Australia in 1925, he would restore an identical Citroën and drive it around Australia.

This journey in 1975 has to be completed in just over four weeks. By driving in relays the team will cover 400 miles a day and by so doing will cover the distance in twenty one driving days. A very big task for the 52-year-old Citroën.

The team taking part in this 50th anniversary drive are:—

- JIM REDDIEX Team Leader/Auto. Engineer
- PAT HETHERMAN Lead Car/P.R.
- TREVOR RUDDICK Auto. Engineer
- IAN RYAN Navigator/Cine Camera
- BRIAN MCGOWAN Team Supplies/Accounting
- BOYD OVENS Photographer

Each member takes his turn at driving the vintage car whilst in transit. All the team members live in Brisbane the capital city of the Sunshine State of Queensland.

We stay at **TRAVEL LODGE**

Uniforms for Great Aust. Adv. Team designed, styled & supplied by

Freedman

The Great Australian Adventure extends its gratitude to

- K. Albury — Upholsterer
- Automotive & Marine Electrical
- Bryant Engineering Works, B'bane
- Citroën Car Club, Queensland
- Diff Lapping Service
- Mr. G. Lambert of Coolum
- Newmarket Road Radiator Works
- Safe-T-Brakes Pty. Ltd.
- Shute-Upton Engineering Pty. Ltd.
- Mr. Richard Smith
- Adidas Sports Gear
- Mr. Noel Williams Toogoolawah
- Cinecolor Film Laboratory
- Mini-Studios Photographer 551257

GREAT AUSTRALIAN ADVENTURE TEAM FLIES



Hunter Douglas

Luxaflex

ARE AROUND AUSTRALIA WITH

THE GREAT AUSTRALIAN ADVENTURE

The Great Indoors for the Great Outdoors.

CHESEY



THE GREAT AUSTRALIAN ADVENTURE 1925-1975 CHOOSES TOTAL FUELS & LUBRICANTS

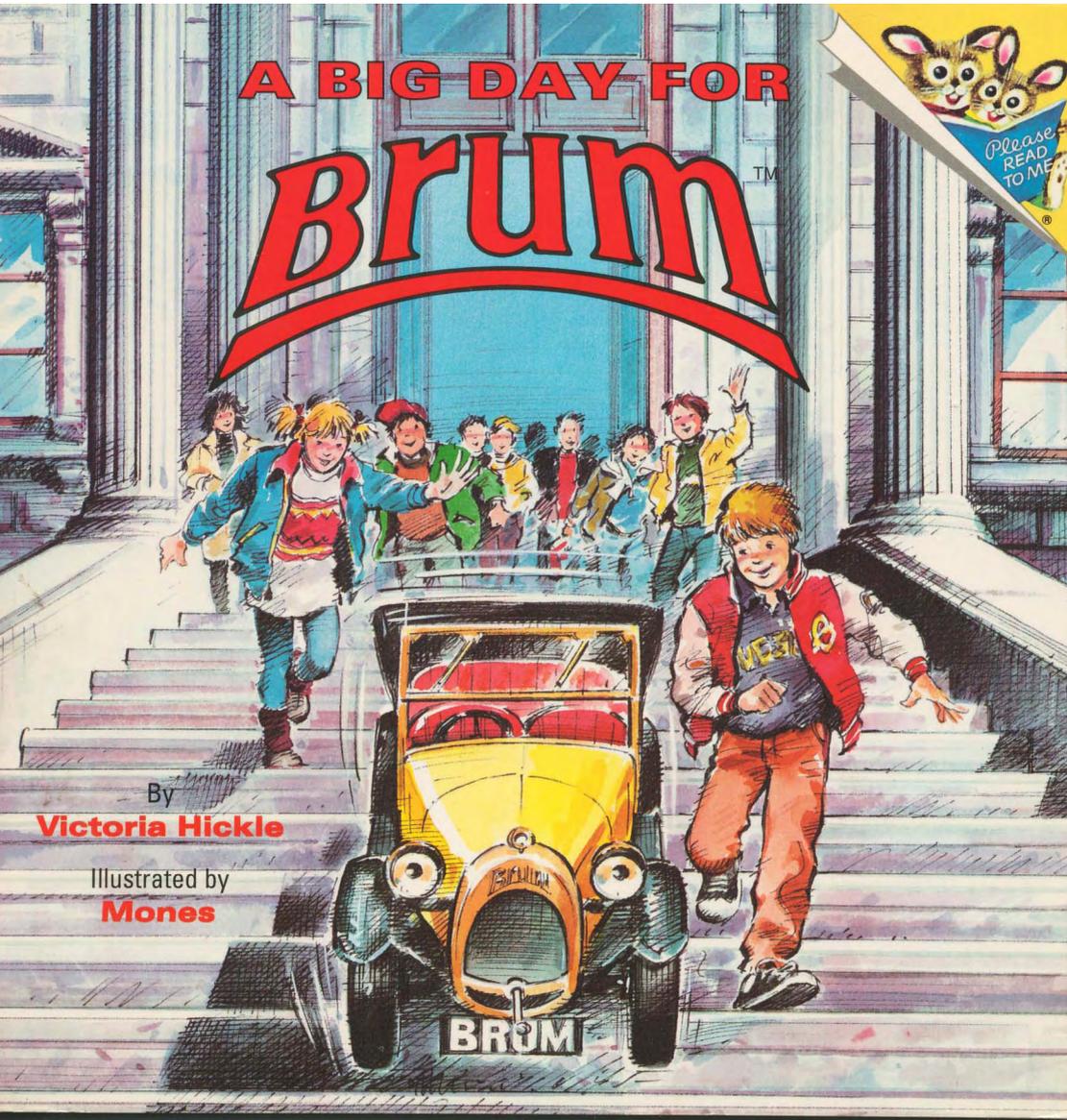
WHAT A GAS



ARANA PRINTING BRISBANE

THE NOVEL 5CV's

A small vintage car (a Citroën 5CV) in a Rural Classic Car Museum in the UK, inspired writer Victoria Hickle to create the story of a cute little car called Brum, who adores children and who children find irresistible in the story. Victoria Hickle is better known for a series of children's books on the animated "Tonka" toys theme. In the right image, Brum brings the children back to his former home/museum. Far right, Belgium author, Georges Remi aka Hergé, was not immune to the charms of the 5CV, featuring one in his Tin Tin series. Lower right, novel from a weird point of view, rather than a literary point of view is this half size 5CV.



EDITOR'S ERRORS



It happens to all of us, you buy a wrist watch or a handbag and years later you realise "it seemed a good idea at the time". So almost 40 year ago I bought a Citroën 5CV from Geoff Johnston of South Australia, who traded in vintage lights, horns and instruments. It had been owned by Winston Francis a well known S.A. Citroën enthusiast. Geoff brought it over on his tandem trailer when he came to Victoria for a Swap Meet here. It was, and still is, in exploded form (a million bits) the sheer impracticality (top speed 60Kmh) as well as family and health issues has meant all I have done is search for the invariable missing parts of any basket case. 35 years ago I sought new tyres, and ended up with 5-2 ply beaded edge tyres that were allegedly Rickshaw tyres from the "Far East" as it was then known. I also acquired

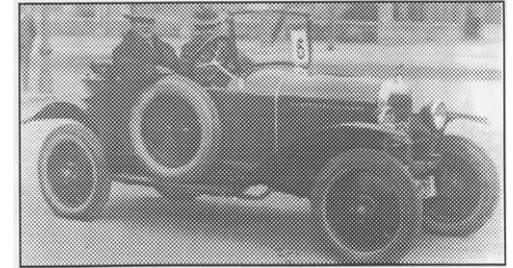


some wheels that had motorcycle rims welded to them (lower right) The lower left image is of a 5CV taken in Mildura in 1928, it looks identical in body profile and colour to my car, 97 year old and never restored. What is its future? I had thought of restoring it for the probable 100th anniversary of Westwood's run in 2025 (there is some interest about this re-run from overseas). My adult children are not interested and I will be in my 82nd year then. I had hoped to find someone who wanted this car more than I did, but this virus crisis precludes me doing anything about it in the short term. Russell.



SOUTH AUSTRALIAN 5CV's

The image on the right, Shows Mr.F.M. (Fred) Maughan in his French "Clover Leaf" Citroën 5CV, winner of the light car class in the Twenty-four Hour Reliability Trial, run in July 1925 by the Motor Cycle Club of South Australia. F.M.Maughan was a partner in the Citroën dealers Maughan Thiem Motor Company, shown below. The company formed in 1912 still exists, with multiple branches in and around Adelaide, selling mainly Korean and Japanese brands but alas, not Citroën.



In the lower shot, again in S.A, the challenge is to pick out the diminutive 5CV's



SOME CITROËN GOSSIP

In December 2019 a 50/50 merger took place between Peugeot/Citroën known as "Groupe PSA" and Fiat Chrysler Automobiles "FCA". This new FCA/PSA Group will be the fourth largest automotive manufacture by annual unit production, the three groups ahead of them are:-

- 1 Volkswagen Group
- 2 Toyota
- 3 Renault-Nissan alliance

The rationale behind the merger is to export PSA's European electrification skills and experience to North America and Italy.

Obviously this has resulted in game of musical chairs as two boards amalgamate, with new positions being created. Without detailing all positions, I will mention the new role of someone we are vaguely familiar with, Linda Jackson (right), former CEO of Citroën. She will now lead a study to clarify and support brand differentiation within a brand portfolio.



This role will cover:

- 1. Brand clarification and coherence of brand messages across the Group.
- 2. Brand differentiation within a brand portfolio.

The next bit of gossip is the sale, or end of lease of the iconic Citroën showroom (right) known as C42 at 42 Champs Elysées.



The final and most exciting bit of gossip is the changing of the Logo on the left, to that on the right. The blue and red vertical bars on the

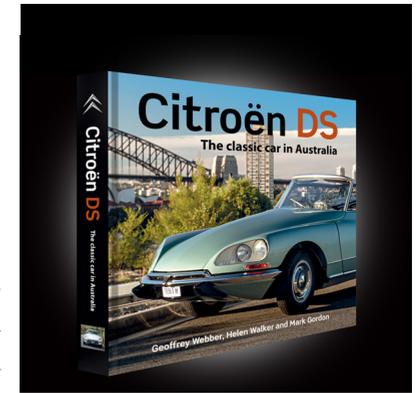


right of the chevrons denote the new electrification of the Citroën brand/range.



YOU CAN'T HOLD A GOOD MAN BACK

Our friend and fellow member Geoffrey Webber, author of "Citroën DS The classic car in Australia" feels so pleased with his first effort (there are still some copies left) that he has accepted the challenge of a follow up book on an even wider ranging Citroën subject. See below. Geoff will be seeking a wider range of sources of material for this book, and he might even consider some of the "First Car Around Australia" stuff from this newsletter.



the NEXT book is in progress...



Citroëns in Australia from 1920 to 2020 and beyond

The DS book has been very well received and selling well, so Geoffrey Webber is co-writing with Mark Provera to produce the next book on the history of Citroëns in Australia. This next book will be similar in size, format and style to sit beside your DS book on your shelf.

Can you help us? We are seeking help with a range of material including technical information about the cars, corporate and dealer information, official Citroën literature, personal stories, histories and reflections as well as photographs.

To be able to write authoritively, we would be grateful for your help to test drive your cars.

Contact us personally or via the same email below

email: citroenDSaustralia@gmail.com



LHS2 Alternatives

A short time ago, I sent out an email through our Web Wallah, Bruce Stringer regarding the supply of Castrol RR363 hydraulic fluid, one respondent of that email was Jeffrey Madsen from Cairns, Queensland who is the owner of a 1962 ID19, Jeffrey told me he has been running his car on a mixture of Castrol Dot 3 brake fluid and Castor oil at a ratio of 80/20% for over 18 months with no ill effects.

I had a holiday conveniently booked for Cairns so took the opportunity to meet with Jeffrey, have a look at his car and discuss the matter further. Jeffrey told me that he had purchased the brake fluid through the local Auto Pro store who did some research into the matter on his behalf and advised him to use the Castrol product as it would best suit the Castor oil blend.

His car started up from cold, hydraulics reacted quickly and worked perfectly, I had a close look at the hydraulic hoses, etc and found no ill effects.

The initial reason for my email was the fact that Castrol has ceased producing RR363 and stocks of LHS2 were non-existent, Bentley had purchased the rights to produce RR363 but had yet to release any supply date. I found an article in an English motoring magazine that confirmed the supply of RR363 through Flying Spares, who are Rolls Royce and Bentley parts stockists at a price of £18.00 per litre or around \$36.00 AUD.

In their article they supplied some notes saying:

You cannot simply add castor oil to a standard Dot 3 brake fluid – Castor oil waxes up at low temperatures and will separate from Dot 3 in the reservoir.

You can use Dot 3 brake fluid in an emergency to top up your reservoir, it will not do any damage, but recommend a full flush and replenish with RR363 as soon as possible.

RR363 can be used in place of Castrol LHS2 in the hydraulic systems of pre 1966 Citroen models fitted with a black reservoir.

Dot 3 brake fluids are mixtures of glycols and glycol ethers. Dot 4 contains borate esters in addition to what is contained in Dot 3. Dot 5 is silicone based.

I then spoke to Peter Raffles from Pleiades, who is my guru on hydraulic matters, he assured me that the Dot 3 brake fluid and Castor oil mix has been used in the U.K. for many years and that he has never encountered the waxing or separation problems raised in the Flying Spares article but did advise to use it with a 90/10% mix.

I do hope this does assist owners of early LHS2 Citroens as I did have an unpleasant experience using a brake fluid/castor oil mix some years ago. I can only say that a Dot 4 brake fluid was used, of an over the counter brand at the time with adverse results, maybe the borates contained in the fluid played a part, I am not a chemist! The noticeable difference between Dot 3 and Dot 4 fluids is their boiling points. In summing up it would appear safe to use Castrol Dot 3 brake fluid as a base mixed with Castor oil on a 90/10% basis as recommended by Peter Raffles.

Further reading on this subject is on the Flying Spares website which is www.flyingspares.com scroll down the page to find RR363 in the sub headings and click on that.

Rob Little

123ignition Australia

Classic looks with modern performance and reliability.

Suits most classic/historic cars

16 selectable advance curves

Easy timing with built-in LED

Smooth engine torque curve

Stronger spark at all speeds

Lower fuel consumption

Variable dwell-angle

Simple installation

Maintenance-free

Less emissions

Better starting

