Australia's & National & Macazine & For & Citroën & Owners & And & Enthusiasts

Аитими '07 Ø Vol 31 ѝ No 1

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

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COVER MAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts Rue des Etat-Unis, Montmirail, France.

MEMBERSHIP

Annual Membership is \$45. For overseas membership add \$12.

Club meetings are held on the fourth Wednesday of every month [except December at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria, Melway Ref 46,

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 **Jack Weaver** 1991 Nance Clark 1984

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:

Ted Cross, Bernie Hadaway, Clare Hadaway, Rob Little and Michael Molesworth

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, May 25

COMMITTEE SUPPORT

OWNERS & AND &

PRESIDENT -Vacant

CITROËN &

Edward Cross SECRETARY -[03] 9874 1960 [H]

secretary@citroenclassic.org.au

TREASURER -Clare Hadaway [03] 9598 6888 [H] treasurer@citroenclassic.org.au

ACTIVITIES COORDINATOR —

Mark McKibbin [03] 5625 4020

activities@citroenclassic.org.au

MEETING COORDINATOR -

Bernie Hadaway [03] 9598 6888

meeting@citroenclassic.org.au

Spare Parts Officer — Rob Little [03] 5823 1397 [H] spareparts@citroenclassic.org.au

Publication Editor — Leigh Miles [03] 9888 7506 [H] editor@citroenclassic.org.au

COMMITTEE PERSON —

Michael Molesworth spectron@dcsi.net.au

WEB WALLAH -Jeff Pamplin [03] 9523 0210 [H] webwallah@citroenclassic.org.au

MEMBERSHIP SECRETARY —

Mark McKibbin [03] 5625 4020 [H] members@citroenclassic.org.au

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AOMC LIAISON OFFICERS —

[03] 9819 2208 [H] Ted Cross [03] 9570 3486 [H] Russell Wade

CLUB PERMIT & SAFETY OFFICERS —

[03] 9570 3486 [H] Russell Wade Peter Boyle [03] 9470 8080 [H] Mel Carey [03] 9419 4537 [H&B]

LIBRARIAN —

David Gries librarian@citroenclassic.org.au

CLUB SHOP -Graham Barton [03] 5987 0767 [H]04 1810 0992 [M] clubshop@citroenclassic.org.au

ICCCR REPRESENTATIVE —

Ted Cross [03] 9819 2208 [H]

STATE ACTIVITY Co-ordinators —

ACT Mike Neil [02] 6254 I040 [H] 04 I82I I278 [M] NSW Bert Houtepen [02] 9746 9920

PUBLIC OFFICER -Peter Boyle [03] 9470 8080 ruffb@tadaust.org.au

CITROËNING

CH PLATES

Send your annual CH renewal form to PO Box 52, Balwyn, 3103. Please do the right thing and enclose a stamped, addressed envelope.

ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC. The onus is on owners to demonstrate that their cars are safe. Feel free to consult our Permit Officers for advice regarding getting your car on the road, and keeping it going.

FOR SPARE PARTS & | CLUBSHOP TOOLS

Contact Rob Little. Phone: [03] 5823 1397 spareparts@ citroenclassic.org.au [Please do it at a reasonable hour.

For Citroën models, memorabilia and other items contact Graham Barton on [03] 5987 0767 or clubshop@ citroenclassic. org.au

OTHER CLUBS?

VIC: www.citcarclubvic.org.au NSW: www.citroencarclub.org.au/ WA: www.citroen.aceonline.com.au QLD: www.citroenclub.org www.doublechevrons.aunz.com

Australia's & National & Magazine &

Telcome to Volume 31 of 'Front Drive'. Now, many of you will have expected an article on the 'Event of the Year' - CitIn at Mansfield.

ED SED

Unfortunately, the deadline for this issue

was so close to actual event that I do not, as yet, have an article on the comings and goings of Easter. I was not, this year, able to attend so I am beholden to others.

What is included in this edition, is the Events programme for the coming months. This is the tail-end of the events I arranged wearing the Activities hat. Next edition will. I am sure start to include events arranged by our new Activities Director - Mark McKibbin.

2009 [yes, it seems a long way off] sees the 75th Anniversary of the Traction Avant, and four of the major Traction Clubs in Europe are already arranging the celebrations. See page 34 for initial details.

This edition features the C5. and the way the car was responded to at its original launch in late 2000. The opinions of the design world are related in 'Citroën's Renaissance', those of an American driver in 'Citroën C5, Anyone?' and the in-house view can be found in 'Launching the C5'.

You will already have received your booking forms for OzTraction '07 - they were posted on April 17.

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However, another copy is included with this issue of 'Front Drive'. I must apologise for the lateness of the availability of the forms, but Sue Bryant and I hope to see lots of members joining us in Portland in June.

Enjoy, Leigh F Miles - Editor CITROËN &

OWNERS &

AND 8

ENTHUSIASTS 5

and the Annual General Meeting has been successfully

cessful, because, as vou can see, we do not as vet have an elected President for

CCOCA the year. So if you feel you would like to join a committed team and get all the glory for our future successes please contact any Committee member now your club needs you.

We believe we have a great group of people on Committee this year, and with Ian and Andrea staying involved as the leading organizers of the 2008 CitIn, I am certain that CCOCA will undertake all of our obligations throughout the year.

We do need some more help for them and the other members of organizing team, so once again please try and see if you can help in some way. The CCCV 2007 CitIn event – we need to do as well if not better.

Due to some scheduling changes, CCOCA will not host a Citin event again for nine years, so we must make our 2008 event a great success. This is a major event for us to undertake and it will be held in Deniliquin NSW. So, whatever you do, please support the general committee and the organizing committee throughout this club year to make this future event a memorable one for all.

Tell another club year Andrea has done a great job as has drawn to a close, our President, but has decided not to stand for re-election this year. Our club has a unique posiundertaken. Not completely suc- tion, as our members are spread



throughout Australia and beyond, and there is always a shortage of willing helpers to spread the load of keeping our great club running out of Melbourne. We all owe Andrea a great deal of appreciation and hope she will return to committee in the future.

I was encouraged to re-stand for Committee this year after several vears absence. Everybody needs a break from these jobs, which in themselves are not very onerous as we all help each other along the way. We already have a good idea of this year's events and planning is now being undertaken. I had intended to spend my break restoring my various Citroëns, but really this has never got off the ground as my business is growing and it has taken up most of my time. I have since recognized that now is the right time to get back to work for CCOCA.

And most of all enjoy your Citroën, and the Club, in 2007 and we hope to see you at many events throughout this year.

Ted Cross

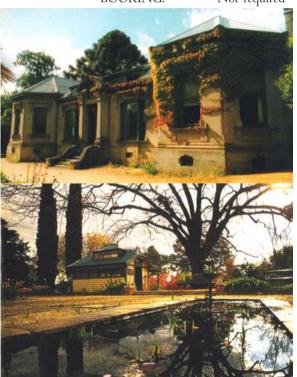


A-Tractions

APRIL MONTHLY MEETING

WHEN: Wednesday, April 25 TIME: 8:00pm WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury COST:

BOOKING: Not required



CONTACT: Meeting Coordinator, meeting@citroenclassic.org.au

DAY RUN - BUDA **CASTLEMAINE LUNCH**

WHEN: Sunday, April 29 TIME: 9:30am Melbourne Zoo FROM: car park, opposite Royal Park station. Melway 29, EII TO: Buda historic house, Castlemaine and BBQ lunch at Roger Brundle and Faye Dunstan's COST: Entry to Buda BRING: Food for the BBQ, salad, refreshments, chair BOOKING: Essential, by April 25 Leigh Miles CONTACT:

[03] 9888 7506 editor@citroenclassic.org.au Buda was built in 1861 and from 1863 was the home of noted silversmith Ernest Leviny and his family. Complete with the family's art and craft collections, furnishings and domestic effects, and set in I.2hectares of enchanting gardens, Buda is a unique record of this creative family who occupied it for the period of I18years and conveys the feeling of a living house and garden in an authentic way.

Included in the collection are examples Australian Cleanskins and chosen a of silverwork and jewellery designs by Ernest Leviny and artworks including embroidery, metalcraft, photography and woodwork by the five unmarried daughters who resided in the house most of their lives.

Also displayed are works by many prominent Australian artists including Margaret Preston, MJ McNally, Ursula Ridley Walker and Lionel Lindsay. Afterwards, we shall adjourn to the home of club members Roger Brundle and Faye Dustan for a BBQ lunch.

MAY



WHEN: Wednesday, May 16 6:30pm TIME: WHERE: Australian Cleanskins Group, 85 Toorak Rd, between Murphy and Avoca Sts Well, that depends on COST: what you buy, plus dinner BOOKING: Essential by May 10

Leigh Miles CONTACT:

[03] 9888 7506 or editor@citroenclassic.org.au

Cleanskins can be excellent value, but not always! CCOCA's resident wine expert has pre-tasted from

the huge range of wines available at selection of 'good value' wines for us to taste, and buy. With three reds, four whites and a 'sticky' or two Leigh has truly picked the eyes from the range. Members will all receive a 10% discount on the marked prices. Afterwards we are going for dinner at Piazza Novana - one of Toorak Rd's few remaining 'good value' BYO eating establishments..

MONTHLY MEETING

WHEN: Wednesday, May 23 8:00pm TIME: WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury COST: Free Not required **BOOKING:** CONTACT: Meeting Coordinator, meeting@citroenclassic.org.au



WINTON RACES

WHEN: Sunday, May 27 LEAVE: 8.30am

MEET: Melbourne Zoo carpark opp Royal Park Station. Melway 29 EII Vicroads 48 C2.

FIND US: Ring Leigh, 04 3901 9117

JUNE

WHEN: Friday, June 8 to Monday, June 11

WHERE: Portland, Vic BOOKING: Essential by May 11 Accommodation must be

booked by April 30

CONTACT: Leigh Miles

[03] 9888 7506

editor@citroenclassic.org.au Full details of OzTraction Portland can be found on page IO of this edition of 'Front Drive', and the booking form is included with this edition, as well.

Booking forms should be sent directly to Sue Bryant, PO Box 459, Yarra Glen VIC 3775.

DO NOT POSTYOUR BOOKING FORM TO THE CLUB POST OFFICE BOX!

Remember, bookings for accommodation at our chosen venue -The William Dutton Motel - must close on April 30 and booking for

OzTraction close on May 25

A-Tractions

COST: BRING: Lunch, rug, chair or buy your lunch at the races. BOOKING: Essential by May 19 CONTACT: Leigh Miles [03] 9888 7506

editor@citroenclassic.org.au



Winton Motor Raceway is a 3.0km circuit in national configuration and a 2.03km circuit in Club configuration located near Benalla just off the Hume Highway, Victoria. The circuit has been established for over 40 years and hosts Motorcycle, Motor Car and Superkart racing as well as having vehicle product testing facilities.



Lance Dixon DRIVEN BY CUSTOMER SATISFACTION

CITROËN & OWNERS &



WHEN: Wednesday, June 27 TIME: 6.30pm WHERE: Lance Dixon's

Citroën Showroom. 56I - 573 Doncaster Rd., Doncaster. Melway 47, CI COST: Gold coin donation to the hosting Club and 'Cheap Eats' BOOKING:Essential for 'Cheap Eats',

CONTACT: Leigh Miles, [03] 9888 7506,

editor@citroenclassic.org.au

by Friday, June 22

For the last two years we have got together with members of the Alfa Romeo, Land Rover, Motafrenz and SAAB car clubs to visit Lance Dixon's extensive showrooms in Doncaster.

ENTHUSIASTS 9

And are doing it again! As always, Lance Dixon will be showcasing the latest models from Citroën,

AND 8

and the other marques they represent. Come along and take this opportunity for a relaxed, informative and in-depth demonstration of some of the world's finest cars, supplied by one of Melbourne's premier dealers.

Afterwards we will sample a local 'cheap eats' and dream about our new Citroëns..

OzTraction - Portland **BOOKING DATES TO REMEMBER**

BOOK YOUR ACCOMMODATION AT THE WILLIAM DUTTON MOTEL BY SUNDAY APRIL 30 [03] 5523 4222

BOOK FOR OZTRACTION BY FRIDAY, MAY 25 SEND YOUR OZTRACTION BOOKING FORM TO SUE BRYANT **PO Box 459** YARRA GLEN, VIC., 3775

10 Australia's & National & Magazine & For

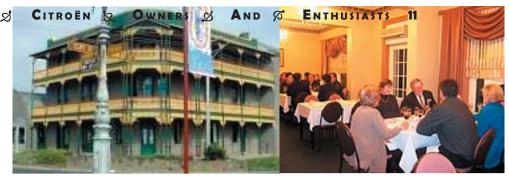
In 1800 Lt James Grant and the ship's company of the 'Lady Nelson' named Portland Bay after the Duke of Portland, England's influential Secretary of State. Because Grant was committed to a speedy passage, he had no time to explore the bay or its hinterland. The bay received little attention until the 1820s when sealers frequented the area on a seasonal basis. Temporary whaling stations were established in the 1830s, with large quantities of whale oil being transported to Tasmania.

On November 19, 1834 Edward Henty and his party arrived at Portland Bay to establish Victoria's first permanent European settlement. In time, other Henty family members and settlers arrived to seek their fortune. In 1836 Major Mitchell's expedition reached Portland by land, leading to expansion inland and the further growth of the settlement.

Today, Portland is a strong centre for tourism, offering a range of possibilities – while many of them are included in the OzTraction programme, those of you with more time on your hands will find it easy to fill in some extra days.

Portland is also supported by industries, some of which have become tourist attractions in their own right. Home to Portland Aluminium, Portland has been placed in the world's spotlight by experiments such as 'The Smelter in the Park'. Portland is also a bustling commercial deep-water port. By driving to the Lee breakwater, you can observe ships as they move in and out of the harbour. In addition to being home to a thriving fishing industry, the port handles over \$Ibillion of cargo each year.

Unfortunately, during OzTraction we can only visit a small selection of the attractions on offer – but CCOCA hopes that it will be sufficient to ensure you have a great



time. Of course, all the usual features of OzTraction are on offer: great company, good conversation, fine dining...

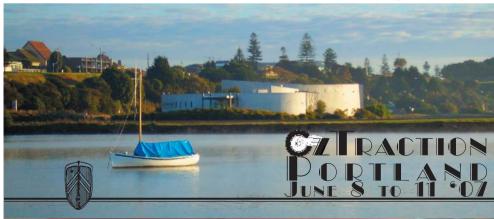
n Saturday morning, we will drive through the centre of Portland on our way to our traditional line-up. Our cars will be lined up on the foreshore, near the Portland Maritime Discovery Centre. While your cars are on display, you will have time to enjoy a coffee at one of the many cafés that face the port, do a little shopping or visit the Discovery Centre.

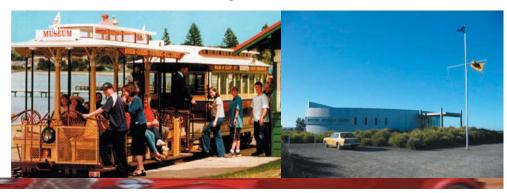
We will lunch at the Portland Cable Tram Depot, before boarding the tram for the trip to Portland's World War 2 Memorial Lookout, via the Powerhouse Museum, Fawthrop Lagoon, the Botanic Gardens and the foreshore – a 7.5km round trip.

After we return to the Depot we will drive back to the Powerhouse Museum, where we will visit this interesting collection of locally owned cars. We will be met by members of the local Car Club and enjoy a warming cuppa.

Dinner will be served in the Bentinck Hotel, in a private room.

On Sunday we shall drive to Nelson for lunch and to visit the Princess Margaret Rose Caves – the 'Jewel in the Crown' of the Lower Glenelg National Park. We take the long road back to Portland, with stops arranged along to way to experience some of the delights of the region.





Pre-dinner sparkling wine and dinner will be served in Sandilands Restaurant – one of Portland's • finest dining establishments. Prizes will of course be awarded during • dinner.

Monday morning sees a full breakfast served for us overlooking the port, before we farewell everyone.

What's included in . your OzTrac-tion fee?

- Lunch at the Cable Tram Depot
- Day ticket to ride the 'cable' tram'
- Entry to the Cable Tram museum
- Entry to the Powerhouse Motor Museum
- Dinner at the historic

Bentinick Hotel, in a private room Lunch at the Princess

- Margaret Rose Caves [TBC] Entry and guided tour of the
- Princess Margaret Rose Caves 3course gala dinner [dress to impress at Sandilands Restau rant, with a welcoming glass of sparkling wine,
- Full cooked breakfast on Mon day morning

All this, for just \$130per person, represents great value for money.

We realise that full information on OzTraction '07 is running later than has been the case in past years – so, be sure to get your skates on and get your booking form into Sue Bryant ASAP.



ENTHUSIASTS 13 CITROËN & OWNERS & AND 8

→he Annual General Meeting, on March 28 saw an interesting collection of members making up the 2007/08 Committee. The positions of Treasurer, to you.

Spare Parts

Officer, Editor and one of the General Com-

mittee positions were filled by the outgoing members. We welcome back Mark McKibbin and Ted Cross - both of whom have had a year or so out of the limelight; despite being active behind the scenes. Brand new to the Committee is Bernard [Bernie] Hadaway.

This year, the rôle of Activities Director has been divided into two. Bernard will look after the regular monthly Club meetings, while Mark will arrange day runs and the other events that make up the Club programme.

This feature also provides an opportunity for the both the outgoing, and incoming, Committees to thank the two members who have stood down. Both Andrea Fisher and Ian Sperling chose not to re-stand for President and Secretary respectively, and we all thank them for the mammoth effort they have both put in over the five [or is it six] years they have been on the Committee.

Unfortunately, at the AGM we were not able to find anyone to take on the rôle of President on the night. Rest assured, that despite the fact that this position is unfilled the

day-to-day running of the Club is in good hands and events will occur, 'Front Drive' will be published and spare parts will still be sent

Your Committee

There is also a vacancy for a second general committee person. Why not think about volunteering your services to help keep CCOCA vibrant?

SECRETARY - EDWARD [TED]

Well, well, well... he's back again. This time as Secretary.

Ted's first year in CCOCA began in 1983, when he 'stupidly' won Club Person of the Year and ended up on the Committee in 1984.

So, with over 20 years now of doing one job after another [with a year so off for 'good behaviour'] he is back



Ted Cross has returned to the Committee in the rôle of Secretary.

is in the fleet, he is most 'famous' for

the Committee and holding the treasury has been very rewarding and highly recommendable.

For those who do not already know, and we do not think there are

many of you, her passion apart from Bernard!] is

Your Committee

meetings.

his excellent Big 6.

We will forgive his recent mid-life crisis, when a Porsche appeared in the drive.

TREASURER - CLARE HADAWAY

Clare has agreed to be Treasurer for the Club for a third year. Along with Bernard she has been associated with the Club for over ten years with the highs and lows of their Citroën. In fact, she got her driving licence in the Citroën and taxied their children in it when all were much younger.

With the help and patience of other members she has found being on

Clare and Bernie Hadaway: Clare returns as Treasurer, while Bernie will be planning our regular monthly



knitting.

Clare once suggested we have a 'Ladies Page' in 'Front Drive', but there was not enough 'lady' interest. She looks forward to helping the Club for another year.

BERNARD [BERNIE] HADAWAY -COORDINATOR

Bernard has 'agreed' [with a push from Clare] to help with the monthly meetings. They have owned a 1948 Light 15 since 1957 and they are the second owner. After fifty years with this one and only Citroën, Bernard knows just about every nut and bolt and it has served them well. During this time the many interchanges of engines and gearboxes, etc., has brought great familiarity with its weaknesses and strengths. It was the first car they owned and was the family car for many years, and many a driving licence was attained in it.

Bernard is hoping to be part of the team, which will be able to bring interesting topics for the members on a monthly basis, and looks forward to seeing many members at the meetings to support the team. Bernard is a total novice on the CCOCA Committee and it will be

great to tap into a new source of knowledge and ideas.

The Hadaways have been members of CCOCA for over ten years.

MARK McKIBBIN -COORDINATOR

Interests: just about everything mechanical and historical therefore I am the very model of a modern Major-General ...sorry got carried away. [apologies Gilbert & Sullivan]

Mark's fleet is a bit like Ted Cross's - you never quite know what is parked in the garage until the door opens. Also, in common with Ted he has drifted from the path de André, with the acquisition of a

vintage Delage.

Mark has been working in the background for the last couple of years; maintaining the Club's database of memberships. It will be good to have him back on the Committee.

Spare Parts - Rob Little

Since I wrote my first profile for 'Front Drive' I have grown a bit but only out. I had my 65th birthday late last year and my body has found some new and more numerous places to ache and like most semi retired people I am busier than ever and getting less work done.

However, I still have a healthy family with seven terrific grandchildren and will need to be around for a long time yet, just to complete at least half of my ambitions. My beautiful wife, Libby is still putting up with me, complaining I am gaining weight but she keeps feeding me



Left: Mark McKibbin comes out of the shadows of behind the scenes support into the Events position.

Right: Rob Little has once again volunteered to run our very important Spare Parts operation.

Apart from that I am still an old motor mechanic and machinery is when his first Citroën arrived from the UK. He still owns it, but it is now part of a IOcar collection of undoubted rarity, and dubious value or taste. Over the years, he has filled

various roles on the Committee, and in supporting

capacities. This is his fourth year behind the editorial desk, although he also edited 'Front Drive' in the 1990s as well.

At the AGM, in his report on the last Club year, he said 'If you did not find 'Front Drive' interesting... well, the resolution is in your hands. If you write, I will [within the confines of decency and avoiding the risk of litigation] publish. I have said this before and I will say it again. 'Front Drive' is not my magazine. It is not the President's magazine. It is your magazine. If you do not like what gets published – it is in your hands

Your Committee

Miles and part

his Citroën

collection – of

dubious value

Right: Michael

Molesworth

takes on his

on the Com-

and taste.

still my major interest. Last year I recorded 50 years in the work force and I still look forward to tomorrow, although with the gaining of experience if I see a difficult job Left: Leigh coming my way I am getting better at letting it pass though to the keeper!

> I was re-elected to this position again at the recent Annual General Meeting so not only my wife but the rest of you will have to put up with me for another year.

first full year EDITOR - LEIGH MILES Leigh joined CCOCA in 1981,



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to change it.

Leigh is looking forward to providing another eight issues of the magazine over the coming year.

1220 Club. The lure of the Light I5 called again a few years ago and Citroëns were back. A 1997 Xantia 2.0i followed, and last year another one: this time a 1999 75th

anniversary au-

tomatic Xantia 2.0i. Listening to talk of the

coming Raid started a search for a 2CV ending with the arrival of the 12th example of the marque just before Christmas 2006.

Michael joined the Committee part way through last year, when work pressures forced Rod Ward to resign. We know that Michael will, like Bernie, bring new ideas to the Club and the way things are run.

Tor many years, it has been ─ very difficult to reconcile the historical position of Citroën with the company's lack of product courage and its willingness to assign much of its design work to outside consultants. Certainly the chunky BX, the refined Xantia and the distinctive XM, all from Carrozzeria Bertone [and its French chief designer Marc Deschamps], are good-looking and reasonably successful cars – the BX alone was essentially responsible for saving the marque from oblivion – but for all their visual quality, they never approached the audacity of the Traction, the DS or even the Pininfarina-inspired CX or GS models that preceded them.

CITROËN &

When the internal stylists came up

with a winning shape, as in the case of Dave Abramson's lovely Activa II coupé, management was unwilling to allow the 'lesser' marque in the PSA group to have a car upmarket of anything Peugeot had to sell. That was just one of many cars Citroën corporate designers – as good as any design group in the automobile industry - could not move onto the world's highways. Today all the management reluctance to let Citroën be Citroën, to make and offer cars that traditional Citroën buyers would recognise and want, is gone. New management of the group and new structures within it have totally transformed Citroën prospects.

First, Chairman Jean-Martin Folz has had the wisdom to avoid making



COMMITTEE PERSON

- MICHAEL MOLESWORTH

Michael has been interested in

things Citroën since the '60s, when

the design features of a Light I5

caught his attention. He has been driving various models ever since, except for a lapse of a few years in the '90s. These have included a Light 15, several ID19s, a D Special, two Safari and a GS



Peugeot ever made, but Jean-Pierre Ploué at Citroën is new to PSA, his experience acquired at Renault, Volkswagen and Ford.

In place in Vélizy for only eight months [at the

time of writing], Ploué is making big

changes in the way the Centre du Création Citroën is structured and

CITROËN'S RENAISSANCE

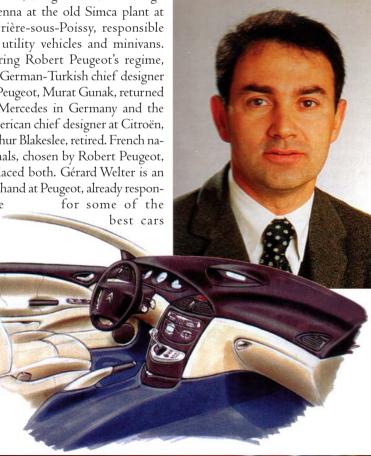
est in the fortunes of the whole of PSA, has been named to a position above the three PSA design centres, Citroën, Peugeot and the design antenna at the old Simca plant at Carrière-sous-Poissy, responsible for utility vehicles and minivans. During Robert Peugeot's regime, the German-Turkish chief designer of Peugeot, Murat Gunak, returned to Mercedes in Germany and the American chief designer at Citroën, Arthur Blakeslee, retired. French nationals, chosen by Robert Peugeot, replaced both. Gérard Welter is an old hand at Peugeot, already responsible

Iean-Pierre Ploué, 38 took over from Arthur Blakeslee at the helm of the Citroën Centre du Creation after a successful career

with Renault,

Volkswagen

and Ford.



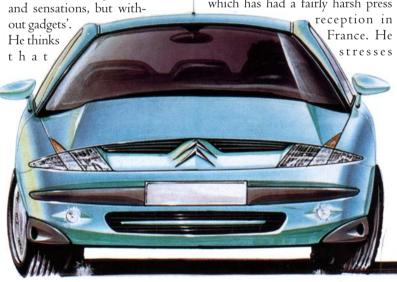


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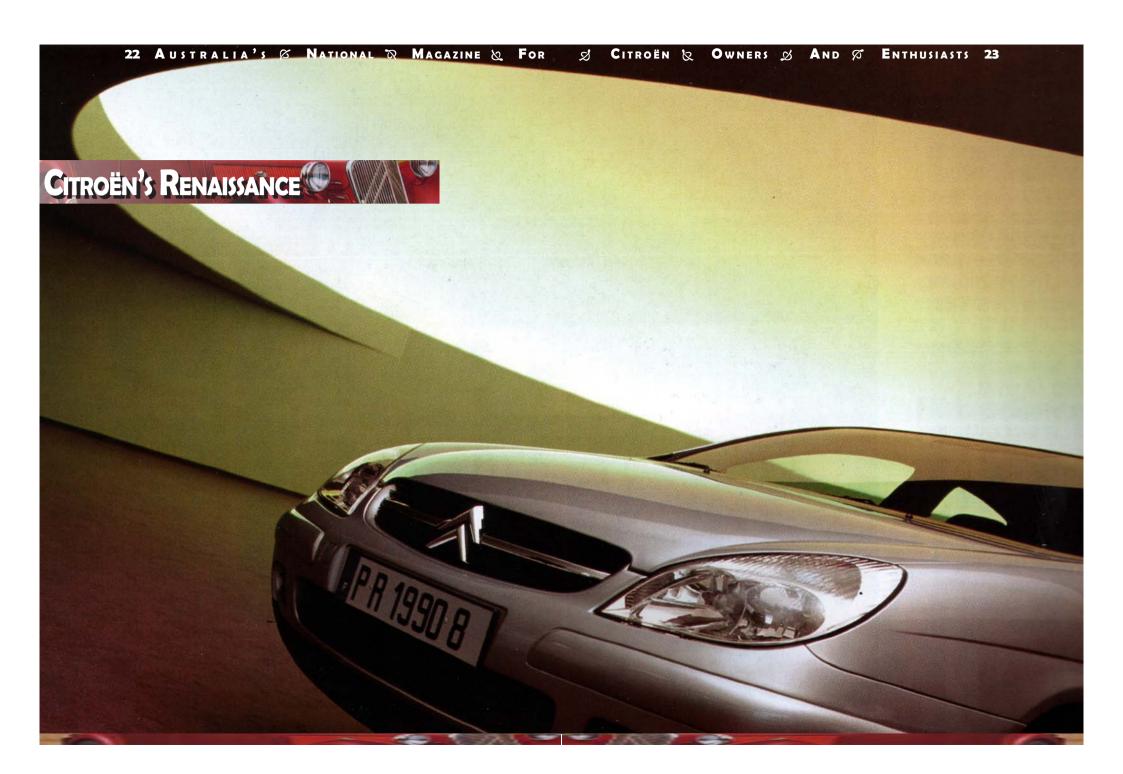
cars, small cars and advanced dewith a poetry of style', not cold sign. He is reinforcing the design technology, although technological department's capabilities by hiring advances have always been part of half a hundred new people, and his Citroën's character. own philosophy is in tune with the perceptions most people have of

It is interesting to listen to Ploué, who of course had absolutely no inwhat Citroëns should be. He says fluence on the design of the Citroën that he wants to 'bring more pleas-C5, defend this latest product, ure to users', to emphasize 'emotions which has had a fairly harsh press

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The designs produced by the team headed by Dan Abramson, director of Citroën's top of the range design unit, which were selected for development into the externals of the C5.



brings something to the automotive

world. It is the first in the segment

with different architecture', referring

to the huge interior volume expected

CITROËN'S RENAISSANCE

to replace the Xantia in the M2 segment, with a larger car on the same platform to replace the XM. Quite the form, he says of the C5 that 'it soon, it was determined that the

> project could become a true top-of-range model and the

H segment was targeted. The usual process was followed: first sketches, then I:5 and I:I tape drawings, I:5 clay models of the most promising approaches, and finally I:I clay models. Several designers contributed in the early phases including Oleg Son, Marc Pinson and Mark Lloyd, along with Abramson himself. Two outside consultants were briefed on the project; Bertone and Heuliez Torino, now headed by Marc Deschamps.

Luc Epron, head of marketing and

of a top-of-range car within the overall dimensions of an M2 design. Ploué insisted on the fact that the C5 really is exceptional when you see it in motion, and organised a drive-by with one of the prototype cars top demonstrate the point. Dan Abramson, head of large car design, outlined the history of the C5, developed under the code name



Dan Abramson's drawings for the cabin: the aim was to create 'a sturdy but non-Germanic look of sensuous elegance in a very French style'.



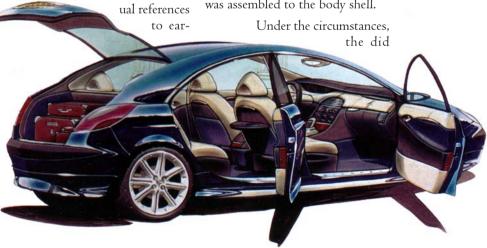
wanted the whole

Citroën range to have a family look, so it was decided that there should be a single transverse chrome bar with large chevrons, vertically-orientated headlamps and that every effort should be made to make the look larger than it really was. There had to be a slight trunk, not a single smooth curve to the back, as on the

CX. In fact, no vis-

should be incorporated. One aspect of the entire motor industry during the time the C5 was being developed had a very strong effect on the designers: there was a concerted drive to reduce costs by huge amounts – 25 to 30%. That constrained many factors, even including the number of times a piece of raw steel could be struck before it was assembled to the body shell.

Citroëns



CITROËN'S RENAISSANCE

prevailed and resulted in the car seen at the Mondiale de l'Automobile in September 2000. Abramson says that although there were some

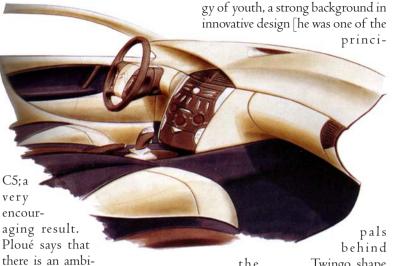
difficulties in meeting the aerodynamic requirements

be judged against the two proposals from Italy. There were some different approaches in terms of dimensions, one of the Citroën studies actually being more than I.5metres tall - a very high package indeed. For the first time, says Abramson, management actually asked for the opinion of the design chief. Four projects were eliminated, including both Italian models. At a subsequent selection meeting, two of the Citroën designs were selected for more development by M Calvert himself, without reference to the designers or marketers.

[the final design has a Cx of 0.29], the project proceeded 'tranquilly'. According to M Satinet, responsible for the Citroën marque, it will be launched in the first quarter of 2001. Jean-Pierre Ploué notes that the whole of the C5 range was not shown in Paris and that there are different trim levels, especially for the interiors. He finds the interior 'solid, not at all Germanic, sensual and with elegant lines that are very French'. The seats are comfortable and the whole interior is exceptionally spacious. There are two principle colours: beige and grey, and

three levels of finish from leather to cloth.

Ploué, already a Citroën enthusithe press was the car that was best liked was the



CITROËN &

tious product plan, that Citroën

will make elite products but will not

elite prices. Within PSA, Citroën

will rely on its strong and powerful

roots in adventurous design, aiming

its cars at potential Jaguar and Volvo

buyers, but at price levels appropri-

ate to a generalist manufacturer. 'I

want to make things happen', says

Ploué, and he is encouraged by the

fact that M Satinet is committed to

the defence of the marque internally

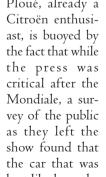
and in the market.

Ploué, at 38, has

the ener-

Twingo shape the ten years ago and he seems to have caught the 'Citroën virus' that has taken over so many people who have come top this most individual of mass manufacturers. That is all to the good for PSA and for the world of design.

This article, written by Robert Cumberford, first appeared in 'Auto & Design', in December 2000.





¬he launch of a totally new model in a manufacturer's line-up, as distinct from a face-lift or model upgrade, is a fairly rare event. As a result the manufac-

turer spends a good deal of money

in an attempt to ensure the car's suc-

cess. As consumers, we see the result

of this spend in advertising - be it

television, magazine, newspapers...

LAUNCHING THE C5

whatever.

pal, the sales staff or those who will be servicing the cars.

When the C5 was first launched to the Citroën dealer network a CD was developed which was

used at various training days, with various groups. Natu-

rally, these discs and the presenta-

tions therein, are not designed for 'public consumption' and do not generally find their way into the hands of people outside the Citroën network.

I have a copy of the dealer sales force training disc for the C5. It includes two video presentations, the scripts of which are presented below. The first is that made by Claude Satinet [referred to in the previous article],

The other side of that spend is that which is directed internally. Selling the car to the staff, both internally and externally. Part of the external selling is that undertaken with the dealers - be they the dealer princiin which the overall importance of the C5, and it nomenclature, is explained. The second is by Ludovic Amuah, the head of the C5 product everyone to know about the Citroën project.

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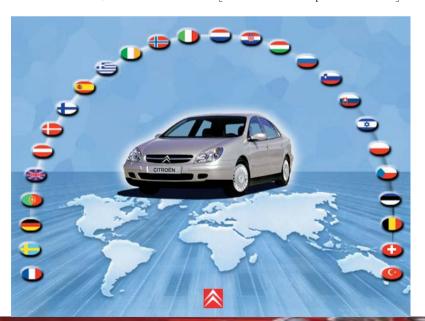
CITROËN &

PRESENTATION BY CLAUDE SATINET - MANAGING DIRECTOR OF CITROËN

'Hello, I am delighted to be able to talk to you on the occasion of this discovery and training session organised for the launch of the Citroën C5. The launch of a car within a make is always a very be shared by as many of you as possible. Indeed there are many of you attending this session as you are, we all are, ambassadors of the Citroën make, regardless of our rôle within the organisation.

This is not only true for the sales teams but also for each one of us, whatever our job. I therefore wanted C5 and to be able to talk knowledgably about how it fits into the make's strategy and how to use its characteristics compared to the competition to convince our customers and potential customers, as well as our families and friends, that it really is the car on the market.

Firstly, why is it called the C5? Naturally 'C' stands for Citroën and 5 because cars have to be classified important event. And I hope it will by level. C5 is a way of returning to the former names of the great Citroën cars of years gone by such as the C4 and the C6 nearly 70 years ago. But at that time, 'C' did not mean Citroën but C type, after A type and B type. It is used differently





now and 'C' means Citroën.

LAUNCHING THE C5

There should be no surprise about C5 as a name. In the last two years, I have presented the C3 and the C6 to you but no one paid much attention

equal to a 5 series.

C5 is easy to remember, a name which can easily be linked to the make and is the first of the future names for our new models. That does

not mean that all models will be called 'C' followed by a

to the fact that 'C' meant Citroën and 3 and 6 were numbers in a hierarchy. C5 is therefore slightly smaller than the C6 but much larger than C3. With competitor makes, you often see the numbers 4, 5 or 6 used to categorise medium or large saloons or top of the range saloons, like Audi with their A4 and A6, therefore the C5 is more than the A4. The same is also true at BMW with the 3 series and the

5 series, so by using 5, it is at least

number. We will of course keep more specific names apart from this classification for certain cars. We talked to you about the 'Pluriel' and we also have the 'Picasso' - these cars are not traditional saloons and therefore will not use the same name system.

The C5 is a saloon, you can see it next to me here. And even though we have tried to make the price more accessible than top of the range

cars, you can present it to current XM owners without fear of them being disappointed, regarding inner volume, equipment, dynamic specification and engines. It marks a step forward compared with the XM – do not hesitate to show it to our XM owners. The C5 is larger than the Xantia, much larger than the Xantia, which explains why we are continuing to manufacture the Xantia range for a few months yet.

All that remains is for me to wish you an enjoyable day with this car. A successful training course and a long life for the Citroën C5.'

C5: A GRAND TOURER. PRESENTATION BY LUDOVIC AMUAH - HEAD OF THE C5 PRODUCT PROJECT.

'Over the last few years, market expectations have changed greatly in terms of spaciousness and use of interior space with the arrival of MPVs, in terms of safety and comfort and in terms of quality of materials, strength and durability.

Faced with these new expectations, the aim of the C5 is to raise the

stakes in the large touring saloon sector; with a new design offering exceptional headroom whilst maintaining the balance of a modern saloon car. With new hydraulics and a new platform providing executive functions in terms of safety and comfort and with very innovative equipment, essentially designed around multiplexing, which allows electrical functions to be linked together and new functions to be created.

Integrating these technologies confirms the status of the car, its modernness and above all the wellbeing of the passengers.

The exterior style has been designed to highlight four fundamental qualities of the C5: its powerful and dynamic appearance, its generous size and spaciousness, its status and its strength.

Its powerful and dynamic appearance is the first quality which you notice about the car; its large air intake, its enlarged grille with chrome bar, the chevron which shows it belongs to the make, the elevated and rounded bonnet, the enlarged wings which suggest a powerful engine.





spacious large saloon with larger exterior dimensions than the Xantia: an extra IOcm in length and 8cm in height above all due to its elevated design.

LAUNCHING THE C5

out when looking at the C5; with imposing and sculpted headlamps which continue back onto the bonnet, an elevated bonnet, a very large windscreen and above all a continuous line between the bonnet, the windscreen and the roof which looks like an MPV, thus suggesting great spaciousness.

In terms of the vehicles executive status, it looks like a saloon which has maintained the functional quality of the tailgate and status symbols such as the various chrome parts which adorn the vehicle. In terms of strength, the rounded shapes of the bodywork suggest thick, strong panels and the various protective devices, essentially the side protection mouldings, stand out greatly from the bodywork. Apart form the styling effects, the C5 is a very

The C5 offers excellent spaciousness with

an extra 2cm

of elbow room compared with the XM, as well as an extra 2cm of headroom compared with the XM in the front and rear and a flat floor in the rear which improves passenger comfort, especially for the central rear passenger. An elevated driving position which gives improved road vision and added safety, seats with softened edges to make it easier to get in and out, and to assist movement. A large range of settings and an individual elbow rest allow everyone to find their own position in the C5.

A very full and highly innovative range of equipment is also available and positions the C5 at the top of the range, with for example: a multifunction screen, automatic headlamp illumination when exterior



brightness drops, automatic hazard lamp illumination upon heavy deceleration, a radio phone and its computer applications, parking assistance. This equipment assists the driver and does not replace him under any circumstances, as he still remains active and responsible.

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Finally, in terms of status and executive positioning of the C5, the choice of materials should be mentioned, which includes jersey roof lining, cloth covered windscreen pillars and chrome interior door handles.

The spaciousness of the C5 encompasses a large boot with a volume of 456 litres, equivalent to the XM and much larger than the Xantia, which is both accessible and easy to use due to the large aperture and the I.17 metre minimum width between

the wheel arches.

AND 8

In terms of dynamic qualities, the C5 has been developed with two areas in mind: safety and the impression of safety, and control, both qualities which characterise a grand tourer.

To conclude, I must say that the C5 is a car which, through its exterior style, promises great things in terms of status, due to its dynamic, powerful and strong appearance and terms of well-being due to its exceptional spaciousness and excellent safety. But the C5 is also a car which keeps its position in the reality of its functions. After an initial look at the car's exterior style, a tour of the inside followed by a road test will progressively consolidate and reinforce the customer's first impressions thus making the purchasing decision that much easier.'

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BOOK YOUR ACCOMMODATION AT THE WILLIAM DUTTON MOTEL BY SUNDAY APRIL 30 [03] 5523 4222

Book for OzTraction by Friday, May 25 SEND YOUR OzTraction Booking Form to SUE BRYANT PO Box 459 YARRA GLEN VIC., 3775 Breakthrough in Automotive History

75th Anniversary: Only once in a Lifetime

INITIATIVE

4 Traction Owners Clubs 2.500 Trac-

75 HEURES, 75 ANS
rate, that I was in France in 1984, tion O

rate, that I was in France in 1984, celebrating the Golden Anniversary of the Traction Avant.

Here it is in 2007 and planning for the 75th Anniversary of the beloved Traction is already in hand. The Event will be run under the auspices of the four major European Traction Clubs – Traction Owners Club of the UK, La Traction Universalle [France], Traction Avant Nederland and Belgische Oude Citroën Club, with local assistance from Section Nord of La Traction Universalle.

The Australian contact for this Event is Ted Cross [secretary@citro enclassic.org.au] and it his intention to 'lead' a delegation of Australians to this Event.

OCCASION

2009: 75 Years of Citroën Traction Avant tion Owners
European Character
Grand Celebration
In Style – the Traction deserves this!



VENUE

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Arras [Northern France]
Easy Access [from Mainland
Europe and UK]

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AND 8

Charm, Hospitality, Friendliness

Adequate Facilities for the Event

Ample Accommodation Possibilities

PROGRAMME

Rally – Assembly of all Traction Avant owners

Open to everybody

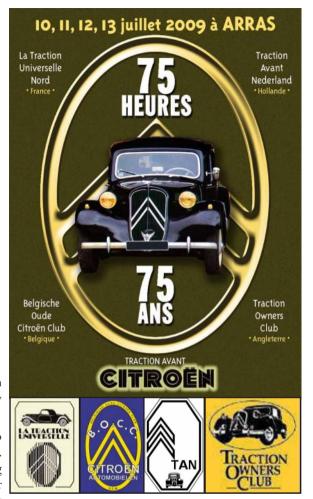
Exhibition [75 Tractions]

Special Events [lectures, tours, visits, etc]

Parts Market and Autojumble Auction of Special Parts and Vehicles

We are sure Citroën will join us in Celebrating the 75th Anniversary of the Traction Avant.

As more information comes to hand, we will sure to update you. If you have any interest in attending this event, in the company of other CCOCA member, be sure to contact Ted Cross.



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Tulian Marsh is a regular con- ered roughly 1,000km. First to tributor to the UK Citroën Club's magazine, 'The Citroëman', with a column titled 'Iconoclast'. This column is deliberately

Normandy via the autoroute AI3 to visit now-retired, long-time friends. His wife thought the C5 comfortable, although they prefer their old

> Peugeots. Next day from there to Brou near the Loire and

CITROËN C5, ANYONE?

provocative and regularly results in letters to the editor – in both violent agreement and disagreement. Julian was preparing an article on his views on the then recently launched C5, when the following article dropped into his email inbox. This is a review of a rented C5 by New York City resident JP Mohr. I have removed the American spelling, and in the same manner as Julian Marsh, I offer up this amateur review of the C5.

₹ trongly suspecting the Citroën C5 will not be offered for sale in the US, even on the moribund grey market, I took the rare opportunity of being sent to a meeting in Geneva to fly instead to Paris and rent one from National-Citier at Charles-de-Gaulle. American Citroën admirers have been orphaned since 1972 and it takes the likes of the redoubtable Dave Burnham to keep our small group of daily users on the roads. So the possibility a few examples of the latest model might slip through the border made it worth the one-time rental cost to check one out.

My three-day trip eventually cov-

back the same day via small D-class roads. Plenty of Citroëns on the roads, only a few C5s, lots of Picassos and Xantias, saw 2 CXs, and one well-kept DS pulling a trailered boat, no less. Day 3 was a long one, from Normandy hack down the AI3 in driving rain to/through Paris, where my friend got out near Denfert-Rocherau, leaving me to snake through small streets to the Periphérique, after which hours of cruise-control south down the A6 in clearing weather to Macon and to Geneva via the spur autoroute bypassing Lyon.

I could scarcely have asked for more varied driving experience, which included heavy to intermittent rain, fog, light to gusty winds, bright sunshine, tight turns in tiny Norman lanes, up-and-down highspeed 2-lane back roads, detours through small towns, times behind and overtaking heavy trucks, creeping through Paris, and whizzing along the autoroutes in bright sunshine and into and out of alpine tunnels.

Being fair, this is a nice car, does with no fuss everything the owner might want in normal driving, large enough to accommodate one person or a family, big enough boot for plenty of luggage, holds lots of fuel, provides lots of creature comforts, has lots of bells and whistles. However, so do most of its competitors and in mostly the same way. Nothing but nothing, felt distinctive or provided a unique approach to car design, driving or ergonomics, making this car look derivative compared with some of the more advanced competition, mainly from Audi.

CITROËN &

The homogenisation of the automobile industry is certainly evident in this car. Far from the distinctive design most of us expect Citroën to provide, where somebody's thought was clearly and uncompromisingly reflected in each ergonomic feature [whether you agree with it or no], that for the C5 seems a sea-change to me, a change to a degree that Americans could be forgiven thinking they had stumbled into the cockpit of a standard American automatic V6/8 sedan.

So help me, I wondered whether Chrysler's merger had been with Citroën, so close was the look and feel of this car to the 300M. Several 300Ms passed me by en route, looking rather more distinctive in body shell design by comparison. We had leased a 300M for 2 years, awaiting news whether an XM we had kept an eye on for years would become available or whether the

C5 would be the car finally coming to America. Not as many gadgets in our 1999 300M as in the C5, but roughly the same size, more powerful, and more ready to please with less effort [and lower cost]. Little wonder American reviewers like 'Car & Driver' are emboldened to say the 300M can match Europe's best in function anytime, anywhere.

The details of the C5 stirred little fire in this prospective owner. Like the 300M, the driving position is from a large chair above a large, thick-rimmed ersatz leather wheel, both adjustable for tilt and travel like the XM. The seat seems almost as adjustable as the 300M but has that XM quality of lifting itself forward while raising its height. The steering has no self-centring, so the car must be wrestled out of parking lots. The long travel of the brake pedal felt the same as any American power-assisted brakes, very different from prior Citroëns including even the XM; evidence I thought of the new lack of central pressure control. The horn is activated by pressing the central steering wheel cover, American style. Instruments are directly ahead under an eyebrow and the dashboard is covered by the same pebbly, soft-feel, artificial leather, the colour a sort of sallow skin shade.

The lights are activated by rotating basically the same left-hand joystick as the 300M, have an automatic-on function and include self-cancelling direction signals. The right side joystick for the windshield wiper rotates in the axis of the steering

Mercedes models, is both large and cumbersome with an ugly polished metallic cover. A tiptronic-type oval next to the gate allows the shifter wheel like the hours of a clock, to be moved up and down gears,

which I found difficult to use smoothly.

CITROËN C5, ANYONE?

not along the axis of the joystick, an inconvenience that took some time to understand. It includes an automatic wiper function [two wipers, no longer one], the rate not adjustable. On 'automatic', it was annoyingly excessive in rate, leaving the wipers grinding across the semidry windshield to such a degree that I finally preferred to operate the intermittent function by hand. There is a 'black panel' function and it proved quite necessary; otherwise the screen situated atop the dashboard above the centre console glared annoyingly at night. [I put a hat over it before learning how to operate the unlabelled black panel push button situated on the instrument panel as if a trip reset button]. The black panel resets itself whenever the headlights are turned off.

The headliner seems 5feet above the head; nothing cosy like the CX; more like the old DS, with no sense of intimacy. A large unfilled space exists between the two seats. The tunnel-mounted automatic shifter for the gearbox has a gate somewhere between the Jaguar S and

The automatic gearbox had smooth changes. The shifter also has a polished metal top, making it hot to the touch if you drive for any distance in sunshine. Gaps in the gear shift groove look as though they would easily admit a small coin dropped from the hand [like coins can get behind the wall into the fuse box in the CX or any amount of crumbs and spilled drinks. Maps, pens, coins, get lost between the curved central tunnel surfaces and the seats. No oddments box separates the seats, forcing the stowing of small items in the glovebox or in a small hinged box to the left of the driver, where Citroën's first attempt at a cup carrier slides out. It is sized for the disposable cheap plastic cups dispensing coffee etc. at fuel stations along the autoroutes, but is too small for anything larger.

In my sleep-deprived state, I got in the car at Charles-de-Gaulle and had driven off long before I realized some oaf before me had snapped off the joystick top [looks like a mushroom cap] that lets you navigate the various options on the small screen set atop the

dashboard. Thus frustrated by the inability to change the screen, the entire trip was marked by notations through the GPS in the lower half of the screen reminding me 'pas de destination', informing me where I was at the moment, but not where I might like to go. [The GPS itself was remarkably accurate, even down to local street names in Paris]. The top half provided a continuous [and largely unnecessary] reminder of distance to empty, date and time, all in garish colours. Activating a function like automatic windshield wipers led to a confirmatory message on the screen briefly replacing the GPS location statement.

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Speaking of cheap, not only was the navigation joystick broken off but the electric seat adjuster [same place and function familiar to Chrysler owners came off when I attempted to adjust the seat. They had to be carefully replaced before the seat would adjust and thereafter did not work properly.

The buttons controlling many other functions are radially arseparating driver and passenger. Nice and symmetrical to look at but uninformative to the touch at night and following no ergonomic plan clear to me, especially given the need for the 'black panel' function.

Air conditioning is standard, with the usual difficulties in European cars matching air flow and temperature. The engine was low on power compared with an American V6 but otherwise felt the same. Annoying beeps remind the driver when the speed is over I30kph [a brief message on the screen says 'vitesse actuelle excessive'], and beeps also occur while reversing; presumably warn of an approaching curb; neither could be deactivated.

Most unsettling of all, Hydractive III seems to have lost that freefloating feel and seems a stiffer suspension than prior Citroëns, certainly notably stiffer than the XM. Although the [silent] electric pump raises the ear so quickly you have no need to wait, most of the ride sensations distinctive for Citroën have disappeared and the car feels more like a conventionally-sprung midto high-end sedan. The differences between 'sport' and 'normal' in the C5 seem small compared with our 1993 XM. [The switches for high, low, and sport positions tended to disappear into the tunnel on being pressed and did not work reliably in the ear I rented].

ranged around the central console Maybe 'Car' magazine's June 2002 report [p.49] that PSA is '...delivering the highest shareholder returns of any European car maker' indicate they are right and I am wrong. Possibly succeeding by minimising the detectable differences between their products and their competitors? It seems likely that Citroën now even shares the same height-control computer with Hydractive's agreeably gentle, boatlike rocking sensation at highway speed, the tightening around curves, the flattening of road irregularities, even the amusing sudden height

corrections in the rear while stopped at a traffic light,

in an Allroad driven last summer.
A glance under the bonnet shows

the conversion switch head

in an Allroad driven last summer. A glance under the bonnet shows many parts also shared with other cars.

Whatever had been distinctive about Citroën models heretofore. little distinguished this car from its competitors. A lot has been lost: the ancient distinctive features like a shift rod through the dashboard, the one-spoke wheel, non-self cancelling direction indicators, rotating drums digitally reading out the speed, horn button at a finger tip, all gone since the CX II model anyway. [Also gone and not missed is the DS's engine roar at 3,000rpm, gearshift lever seemingly 10feet long in action, brake button, accelerator paddle, and clutch like a Nautilus machine.

But gone also is the private-aeroplane cockpit look and feel of the CX, with its aeroplane-like resistance in the self-centring steering, the comfortable but low driving position, fingertip-touch controls, and turbine smoothness of the GTi in 2,500cc form. Gone also for those familiar with the XM is the same self-centring steering, the the convenience of the sliding switch headlight control, the fine adjustable speed intermittent windshield wipers, the relief of true mechanical positioning of car height, and powerboat feel to the driver's seat. Parked next to an XM in Brou, the C5 looked tall and bulbous, the XM almost flattened and compressed.

If they wanted to offer a car matching the look and feel of a modern American sedan, they certainly succeeded. Really nice car by these criteria. This was not the direction I hoped to see from what was at one time arguably the most innovative of carmakers.

Is the term 'boring' to be used to describe a new Citroën? Anyway, those of us who look to Citroën for that distinctive and unique Gallic solution to ergonomic issues may have to continue our alertness for a supply of spare parts for our 2CV, DS, CX, even our XMs.

This article first appeared in 'The Citroënian', in August 2002.

ight at the end of the tunnel, after my mention in the last magazine about ID head gaskets, Greg Fienberg from N.S.W.

contacted me with details of a repu-

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table ID/DS parts supplier in France who carries and can

CITROËN &

obtain all of these parts that have been so difficult to source for such a long time. I have made contact and ordered some ID gasket sets and am awaiting the outcome, so I hope I will have more news of this in my next article.

The picture accompanying this article shows a tool that few of us have seen or needed to use, our member from Benalla, David Mackinnon did all of the work on this project as he was doing some front end work on his Pallas recently. This tool enables you to unscrew the large ring nut that retains the front wheel bearing, it locks the hub via the wheel nuts and then enables you to undo the ring nut with the assistance of very large and long handles. This tool is now the property of the club and can be hired for your personal use. Postage costs could be rather high but I would think no higher than the front hub puller or the brake shoe centralising tool, these two tools in particular have travelled more of Australia in the past few years than I have, often being sent from one member to another without touching base!

Sales of parts this past year have surpassed the previous as our sales network continues to grow, we have had new members from New Zealand as they can see the benefits of

Spare News

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being a part of a club that can offer such assistance.

In this issue is also the ID parts list, as I mentioned at the AGM the items are not priced as I did not have any accurate data to refer to but if there is anything there that catches your eye I am certain we can come to an amicable price.

Rob Little

95





1974 DS23 EFI PALLAS

Unfinished project due to baby. The car is a driving chassis at the moment and currently has a 23 carburettor motor with the 5 speed that runs fine, the EFI wiring and computer are still in the car, a rebuilt 23 EFI motor is waiting to go in. The EFI motor is a rebuild, new bearings, excellent condition head, the rings are original.

Apparently the motor came out of a 40,000 km car and has been in storage for 25 years. The car has had the minimal rust that was in it repaired, roof rails, c pillar, boot lip surround, bottom door rubber mounts etc. All panels and bumpers are very straight, now rust free. The car is complete except for a boot lid, a few efi parts [air filter, some inlet pieces] and a couple of stainless door trims. Originally a white body with the red and cream interior. The trim is in fair condition, and complete. The car is an original Pallas and would make an excellent, honest restoration project. Comes with some spare parts inc. another 23 motor and Borg Warner automatic transmission, front brakes, wheels, etc and some CX parts. \$5,000. Contact Brad Lanyon [08] 8355 9529 or 04 0278 6462, Adelaide beeandcee@chariot.net.au [3I/0I]

INTERESTING DS ACCESSORY

White fibreglass full width overhead console with 2 speakers & radio fitted. Suitable only for D series car. Very neat, professionally made unique accessory, easy to fit as it clips into inner roof rail above windscreen. \$150. Phone Citro Motors [03] 9419 4537. [31/01]

2CV ROOF SOLUTIONS

2CV'ComfortTop'S/Hhardtop to replace soft top. Colour is Grev. \$150.00 ono. 2CV Canvas roof S/H including hood bows & rear glass in Burgundy fabric. \$150.00 ono.

Citro Mtrs [03] 9419.4537 [31/01]

1982 CX 2400 PALLAS

1982 CX 2400 Pallas, five-speed Mechanically excellent, body and interior

FOR SALE

very good, lovely black leather. Victorian reg SIE 245 to May '07. Metallic light blue. Nothing to spend. \$4000 Contact: John Wright, wrightlines@bigpond. com

1973 DS SAFARI

Citroën DS Safari 1973, only two owners from new. A car in very original condition, immaculate throughout. WA reg to May, '07 XDS 023, \$25,500. Phone Jeanie Isaacs [08] 9377 7365. [30/07]

DRIVESHAFT CONVERSIONS

Change over, reconditioned driveshafts upgraded with modern CV joints. Off the shelf availability for; D-Series, Big 6, Light I5 and Big I5. Price on application. Citro Motors [03] 9419 4537 [30/07]

1951 Traction Avant 11BL.

In overall good condition with no rust in the sills, floor or bootlid. Interior is in excellent condition except for the front door panels which are water marked and the front seats which are not finished but the original French material to complete them is provided. It still has the original rubber floor mat to put over the carpet and the original Citroën ignition key. The engine has only done about 47,000km since a total rebuild, gearbox is OK, selectors need adjusting. Loads of spare parts. I also have a set of Traction special tools which include brake hub pullers, bearing pullers, ball joint pullers, driveshaft clamp etc. which are available by negotiation. Price? \$11,000 for the lot! [tools excepted] The spares alone would be worth a few thousand. No reg - no RWC Currently registered QQA 626. Contact Jack [John] Couche, jaksusan@hotmail.com or [03] 9754 [30/05] 3583.

1979 CX PALLAS C-MATIC

1979 CX Pallas sedan. Reg no. RYW 225 C-matic. Burgundy paint and fawn leather interior - a great combination. Recent money spent on repairs and maintenance over last three years of ownership. Good body. Needs a re-spray. Fair interior. Registered until December 2006. Runs well but steering rack has small leak. No RWC, \$500 for quick sale. Ring Peter [03] 9521159 or 04 0138 3878.

[30/05]

Амі

Ami 6 lhd 1963 model, registration AMI 6. 66K genuine km, rings recently replaced by David Gries. New Xs all round, new oil cooler and new battery. Original upholstery. Body gris leban to correspond with the year of manufacture. I have owned the Ami for ten years. The luxury and aerodynamics of this car compared to other 'A' series is unquestionable. Quiet and a joy to drive, not to mention its curiosity and more than usual fun factor!! Price drastically reduced to just \$9,000 to ensure this car is sold. Contact: Carl Perrin, Ph\fax [08] 9386 3268, 04 1247 2527 [M], email kaycarl@eftel.net.au. Additional photos available. [30/03]

WANTED

TRACTION PARTS

Wanted for 1951 Light 15: set of hub caps for easy clean wheels, front seats, radiator, accelerator control linkages, 12 volt horns

Wanted for 1948 Light 15: set of rear guards and number plate holder. Bob Shackley [02] 6251 6134 [H] or kyzyl@bigpond.com [30/08]

