

# FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



JUNE / JULY '07 VOL 31 No 2

**POSTAL ADDRESS**

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

The address of the Club and this magazine is:

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The Club's website is:

[www.citroenclassic.org.au](http://www.citroenclassic.org.au)

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

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**COVER IMAGE**

The cover image is taken from the Traction Avant Nederland calendar and depicts Place des Fêtes, Paris XIX, France.

**MEMBERSHIP**

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

**MEETINGS**

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, F10.

**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

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Contributors to this edition of 'Front Drive' include:

Roger Brundle, Sue, Bluey and Yellowy Bryant, Ted Cross, Mark Ebery, Bernie Hadaway, Clare Hadaway, and Brian Wade.

**DEADLINE**

The deadline for the next edition of 'Front Drive' is Friday, July 13

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**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 & TOOLS**

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

**CLUB SHOP**

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

**OTHER CLUBS?**

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N S W : [www.Citroëncarclub.org.au/](http://www.Citroëncarclub.org.au/)  
WA: [www.Citroën.aceonline.com.au](http://www.Citroën.aceonline.com.au)  
QLD: [www.Citroënclub.org](http://www.Citroënclub.org)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.aunz.com)



Hopefully this edition of 'Front Drive' provides you with an interesting 'grab bag' of articles. I recently bought a new computer [the old had reached

Ed SED

the stage of being about as useful as a broken crown wheel and pinion – and about as fast to do any given task.

The point is that I took the opportunity to go through some old folders and there I rediscovered some articles that had been written, but never published. Some of them I have to confess as not exactly recent, either.

Brian Wade's article on the history of the GS in Australia makes very interesting reading. He sent some great photos with the article, but they were of very low resolution, and as a result the words got sidelined. But, even without his evocative period pictures, it is well worth reading.

Tim Waters 'Members Model' suffered a similar fate – with pictures too small to publish, it was also sidelined.

Roger Brundle's article on models and Mark Ebery's on motoring in New Zealand round out the articles, along with a 'Bear's Eye View' of Mansfield and CitIn '07

Enjoy,  
Leigh F Miles – Editor



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As you will see we are still waiting for a new President to present themselves for duty. A great job. You just need to marshal the willing Committee and take all of the glory. Please contact me for further details.

At this time of the year we usually see a drop of in activities as we head towards our winter months. Our major event at this time is the June Long Week End. As you will know this year will be a Portland, so if you are coming along make sure you have suitable winter clothing. Otherwise we are all expecting to have a great time together.

Our events calendar is taking shape slowly and our plans for the annual Concours and next year's CitIn in Deniliquin will be revealed shortly. As a member since about 1982 I never tire of these opportunities to get together with other club members and I encourage all members to try and attend future events when you can.

We have several members heading off for interstate and overseas trips and I only wish I was joining them myself. This will impact on our

monthly events with less members likely to attend out winter monthly meetings. You may see that we decide to cancel some of these

meetings if there is a general lack of interest and participation.

This time of the year is good doing those maintenance jobs we have been putting off over summer. Rob Little is no doubt waiting for the Spare parts phone to ring. If you still haven't paid your annual membership, now is the time to act.

Cheers.

Ted Cross



PREZ SEZ



**Please note: if no bookings have been received for an Event, by the booking deadline the Event will be automatically cancelled.**

## A-TRACTIONS

### ● JUNE OZ TRACTION - PORTLAND

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

By the time this edition of 'Front Drive' lands in your letterbox, bookings for OzTraction will have closed. So, if you have not booked, than you will have missed out. But, if you have booked then 'Green Frog Tours' [aka Sue, Bluey and Yellowy Bryant, and 'The Frog' and Leigh Miles have an excellent weekend lined up for you. Many of you will know that OzTraction is a very different event

from CitIn, and if you are not joining us this June, you will have to wait until 2009 for your next OzTraction 'fix'. Why? 'Coz in the years when CCOCA hosts CitIn, we do not undertake the additional workload that is required to run OzTraction. Portland, here we come!



### LANCE DIXON MOTOR SHOW

WHEN: Wednesday, June 27

TIME: 6.30pm

WHERE: Lance Dixon's

Citroën Showroom,

561 - 573 Doncaster Rd.,

Doncaster. Melway 47, CI

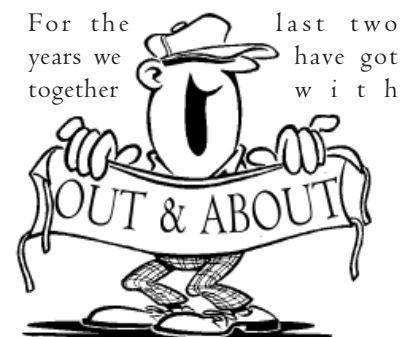
COST: Gold coin donation to the  
hosting Club and 'Cheap Eats'



BOOKING: Essential for 'Cheap Eats',  
by Friday, June 22

CONTACT: Leigh Miles,  
[03] 9888 7506,  
editor@citroenclassic.org.au

For the last two years we have got together with



members of the Alfa Romeo, Land Rover, Motafranz and SAAB car clubs to visit Lance Dixon's extensive showrooms in Doncaster. And are doing it again! As always, Lance Dixon will be showcasing the latest models from Citroën, 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.

New models on display: Will include Citroën C4 Picasso, C5 twin-turbo diesel, C4 auto turbo-diesel, Range Rover Sport TDV8, and [maybe] the new model Freelander, Fiat Punto, SAAB 9-3 turbo-diesel.

### ● JULY BASTILLE DAY CELEBRATIONS AT DOOKIE!

WHEN: Sunday, July 16

TIME: 10:00am

FROM: Café by the lake in  
Shepparton [behind Shell garage]

TO: Dookie Agricultural  
College

COST: \$32per adult

WHAT: Morning tea and lunch

BOOKING: Essential by July 1

PAYMENT: With booking

CONTACT: Caroline Dekker  
[03] 9519 3779

bouch71@optusnet.com.au





This is the seventh year of this event and the first time that Rob and Little are not the organisers. This year Rob and Libbie will not even be in attendance – they will be enjoying

[secretary@citroenclassic.org](mailto:secretary@citroenclassic.org)

Not everyone wants the drive to Shepparton, so this year there is a Melbourne-based alternative. Come and join us at Breizoz Creperie in Williamstown – enjoy their interesting menu and then enjoy the delights of the area. We need to meet at the Breizoz at 9:00am on Sunday morning, as parking is always in demand in this popular area.

We would like as many Citroens parked out front of Breizoz to support our French friends, and enjoy their hospitality. We have a booking for 20 people so you need to indicate if you are planning to attend, so that we can increase numbers accordingly.

To avoid disappointment, don't just turn up on the day.

a well-deserved European trip. We will be thinking of them... maybe. But the event is still set occur. Caroline Dekker has kindly offered to arrange our Bastille Celebrations for 2007. and full details will be in the next 'Front Drive'. But, be sure to keep the date free in your diary. This is a three course luncheon, with entertainment provided by local enthusiasts, with lots of participation from the audience.

## BASTILLE DAY CELEBRATIONS IN MELBOURNE!

WHEN: Sunday, July 16

TIME: 9:00am

WHERE: Breizoz Creperie

139 Nelson Place, Williamstown

COST: Depends on what you eat

BOOKING: Essential by July 7

CONTACT: Ted and Helen Cross

[03] 9819 2208

## MONTHLY MEETING

WHEN: Wednesday, July 25

TIME: 8:00pm

WHERE: Canterbury Sports

Ground Pavilion, cnr Chatham

& Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Bernie Hadaway,

[meeting@citroenclassic.org.au](mailto:meeting@citroenclassic.org.au)

## A-TRACTIONS



The first GS to reach our shores arrived in mid 1971, this was a LHD car fitted with the 'French' instrument cluster [Cyclops speedometer].

The car was displayed at various dealers around the

country where it generated considerable interest with over 2 dozen orders being taken.

Peter Robinson was given the opportunity to test drive it and a 4 page report was published in the July 1971 edition of 'Wheels' magazine. [It was also featured on the front cover of the magazine].

He was greatly impressed with the car, his only complaint being that it was going to cost more than double the price it was selling for

in France.

He wrote, 'As it stands the GS is simply the most advanced small car in the world and will probably continue to hold that title until

until Citroën releases its Wankel-powered car. That the GS is destined to receive a rotary engine is fairly obvious'.

What he did not comment upon was the panel gap. From the pictures that accompanied the article the gaps – especially around the leading edge of the front door – and poor alignment of the bonnet to the guard are plain to see.

It is not known for sure what happened to this car; however rumour

The dash of an early GS, showing the rotating drum speedo – a feature not to the liking of Peter Robinson.

## THE GS IN AUSTRALIA



has it that ended up in Noumea.

In November 1971 Citroën dealers were informed that deliveries would commence in January 1972 with an anticipated price of \$3,890.

## THE GS IN AUSTRALIA

Dealers were also supplied with brochures of the car at this time.

Although two models [Confort & Club] were featured in the brochure dealers were advised that only the Club version would be available.

The first shipment arrived on schedule and the first cars were sold in February.

This shipment consisted only of sedans all of which had the early [rotating] interior door handles.

A full road test [six pages] was published in the March 1972 edition of 'Wheels' magazine and this was also

conducted by Peter Robinson.

Once again he thought the car was marvellous only complaining about its cost.

He thought that the 'English' dash that had replaced

the French one was a great improvement.

In late February 1972 the first of the breaks [estates] arrived, all having the later [pull out] interior door handles and costing \$200 more than the sedans.

An interesting article was published in the April 1973 edition of 'Australian Motor Manual'.

The article stated that talks were underway between Citroën France and Pressed Metal Corporation of Sydney to locally assemble the GS.

Pressed Metal had been assembling



Robinson at the wheel, in the 1971 road test in 'Wheels' magazine.

Datsun I600s and as their assembly had been moved to Melbourne, they were looking for a new order to take up their unused capacity.

It was estimated that a locally assembled car would be between \$200-300 cheaper than the fully imported version. However Pressed Metal was a wholly owned subsidiary of Leyland Australia and at that time Leyland was in dire straits following the disaster of the P76 [you could carry a 44 gallon drum in the boot, but no one really cared]. Because of Leyland's precarious position these talks were abandoned.

August 1973 saw the arrival of cars fitted with the 1,220cc motor and the end of imports of the 1,015cc models.

Both sedans and breaks had a price increase of \$200 at this time.

Apart from a further price rise the situation for 1974 remained unchanged. The cost of the sedans had now risen to

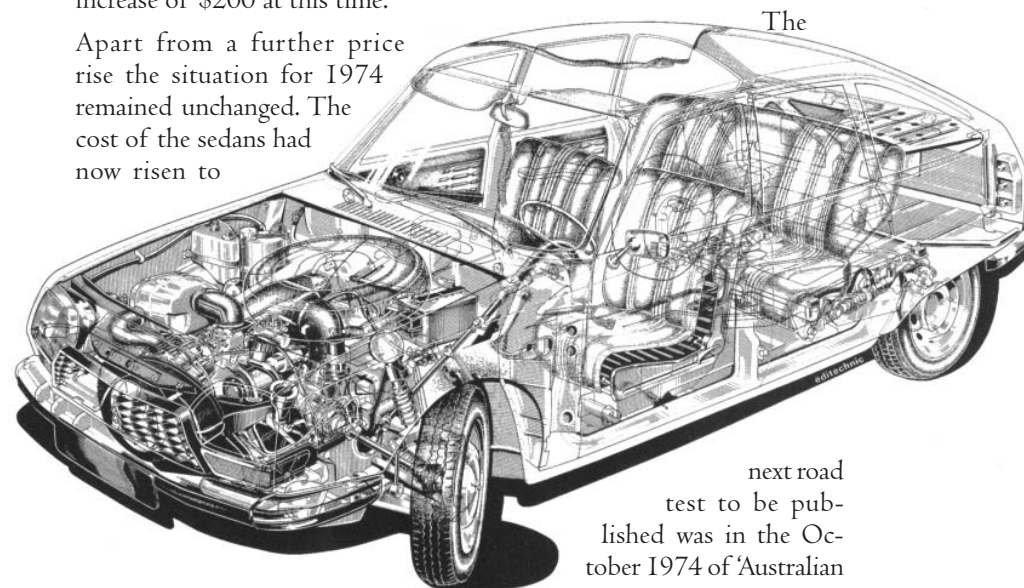
\$4,850 and the breaks to \$5,050.

In September '74 Citroën released the details for the 1975 season with a greatly expanded range available.

The new models being the G Special [1,015cc], GSX [1,015cc], GSX2 [1,220cc], Pallas and the ill fated Birotor which had gone on sale the previous March.

However Citroën [France] decided to continue the policy of only supplying the 'Club' version to Australia.

The 'Wheels' edition of August 1974 featured a road test of the Birotor [conducted in Belgium] and in it the correspondent indicated that a very small number could possibly come our way but of course the model was scrapped within weeks of the article being published.



The next road test to be published was in the October 1974 of 'Australian



Motor Manual' and in the article, the author noted that although somewhat expensive it was well worth the price for its comfort and performance and most importantly,

## THE GS IN AUSTRALIA

its safety features.

However, in March 1975 the situation regarding model availability was to change with the arrival of a shipment of G Special sedans. According to reliable sources, the shipment was bound for Indonesia but the order was cancelled after the ship had sailed. The cars were then offered to Australia and accepted without hesitation.

The majority of these cars were the ubiquitous Citroën beige although other colours including red, orange, blue and white were available in small numbers. The prices for 1975

remained unchanged for the Club sedan and break with

the G Special sedan costing \$250 less than the Club sedan.

To demonstrate the capabilities of the G Special one was used to tow a caravan that accompanied Jim Reddix on his 'Around Australia' re-enactment in the 5CV 'Bubsy II' in 1975.

As far as I am aware the last article to be published in an Australian car magazine was a road test on a I,220

Break that appeared in the March 1975 edition of 'Wheels'. Again the correspondent had full praise for the car stating that it was a shame that the cost of it put it out of the reach of many buyers.

In 1976 prospective buyers were faced with a huge price increase. The Club sedan was now listed at \$7,350 and the break at \$7,730. By early that year all the G Specials had been sold and no more were to be made available.

This huge price increase was not restricted to Citroën with all other cars [including those locally built] experiencing similar price rises.

It was announced in mid 1977 that in the near future the only model that would be available would be the Pallas sedan with the first of these being sold in September of that year. All of these cars featured the 'Grande Export' quad headlamps

but strangely enough did not feature any of the other 'Export' model features. By now the price had risen to a whopping \$9,950, more than double the price of a Club sedan only three years earlier.

The only thing of interest to occur in 1978 was a price reduction of \$600 to \$9,350.

The last road test I have seen was published in the 'Sunday Telegraph' on 5 February 1978. It is in a similar vein to previously published tests in that it praises the car in most areas but complains about the high purchase cost. It is interesting to note that the cost of insuring the car was given in the article. For a driver on a full no claim bonus it was \$705.32. This is almost double the cost of insuring a new C4 for a rating I driver in 2006.

For the entire time that the GS was sold here an optional semi

This bucolic scene appeared in September, 1974 UK brochure.

GS Birotor rotary piston engine car



The Birotor, predicted by Peter Robinson in 1971 saw the light of day in 1973. Only 847 were built and none were delivered to Australia. This image is from the UK brochure for the 1975 model year.





automatic version [convertisseur/C Matic] was available. This added approximately 5% to the purchase price. All prices quoted in this article are for the manual versions.

## THE GS IN AUSTRALIA

1979 saw Bryson Industries take over Citco thus securing the distribution rights of Citroën for both Victoria and New South Wales.

On taking over they announced that henceforth only one model the CX Pallas C Matic would be imported thus ending the availability of the GS in Australia.

Citroën launched the GSA range in late 1979 for the 1980 season and the new model addressed some of the inadequacies of the GS. These included a more powerful engine, five speed gear box, better rust proofing and a proper hatchback. However due to Bryson's 'one model' policy we were not to see this excellent car reach our shores.

Between 1972 and 1978 a total of 3,724 new Citroëns were sold in Australia, according to 'Wheels' Dec '84. As the GS was selling roughly two to one against the D series/CX it can be assumed that roughly 2,500 GSs were sold here. Their best year was 1975 with over 600 being sold, the availability of the G Special no doubt helping sales. 1976 was their worst year

with less than 400 finding buyers. [Interestingly, 1976 was the year I bought my first car. While I ended up with a Renault 12, I had been very keen to buy a GS. But issues

surrounding the French atomic tests in the South

Pacific made supply of the car difficult – Duttons, the Melbourne dealer, was not actually able to supply a car! Ed.]

And so where are they all now?

Unfortunately the GS [especially the I,015s] had a number of problems. These including developing horrendous oil leaks [a real problem in NSW where the annual pink slip is required]. Cam belts had a habit of disintegrating with catastrophic results. They also had a voracious appetite for brake discs and pads. Being highly susceptible to the dreaded tin worm was also another area of major concern.

Because of these and other problems coupled with the relatively high maintenance costs many cars were scrapped quite early in their life.

In conclusion, I will say that in my opinion, the GS most certainly deserved the accolades and awards that it won and hopefully their owners will cherish the survivors so that we may see the occasional GS on the road in the years to come.

Brian Wade



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# 123ignition.com.au



In March 1999, whilst on one of my periodic visits to Christchurch where I conduct intensive training sessions for students of the martial art of aikido,

## A WISH COME TRUE

I happened to go out to Dr. Heins' Classic Car Museum, then located in the grounds of Wigram Air Force Base at Sockburn. I have owned several classic pieces of motoring machinery in my pre-housebuilding days and still drool over well-restored famous cars and motor cycles.

During my teens, our next-door neighbour purchased a Light 15 and I was taken by its beautiful styling, hoping that one day I might own one too. That was not to be for many years however, although later in life I did own an ID19 and a CX2200 at different times.

Anyway, wandering around Dr. Heins' museum, I came across a beautifully-restored Jaguar XK150 fixed-head coupe [one of the few Jaguars I have wanted to own], which was for sale and I found it difficult to wander on, until I found out the asking price, whereupon I promptly wandered on. My next discovery, around the corner of the showroom, was a very nice looking 1951 Slough-built, small-boot L15 [which I still think is the

prettiest model]. As I was enthusiastically giving it the once over, Dr. Heins sidled up and in discussions with him I learnt that he was simply providing safe storage for the owner, and that the car was for sale!

I considered the asking price was 'silly', even though a considerable sum had apparently been spent on partial restoration. I advised that I was interested in making an offer, but only after I returned to Hobart and had investigated all the costs for shipping to Tassie etc.

I subsequently made an offer, based on a value suggested by Citroën friends in Christchurch who knew the car, and all the on-costs for importing. My offer was just a little more than half that being asked, and I did not expect it to even be considered, but it was a genuine offer and in making it, I had listed the full purchase breakdown as I saw it.

Some three months went by, and I had forgotten all about it, when I received a fax from the museum saying the owner had accepted my offer and did I wish to proceed with the purchase? And then of course, I asked myself 'do I really need this?'. However, my inner self answered for me and in early August, I concluded the purchase. It was to be shipped over to Bell Bay on the Tamar River in north-

ern Tasmania, on 16 September, and I was to be there early on that morning to attend the opening of the sealed container and complete various formalities for Customs and Quarantine representatives, noting that these guys are a law unto themselves and if you are running late, they will leave the wharf and you have to wait until they have further business there, which may not be for some days!

So my wife Iris and I borrowed my nephew's big Ford, hitched up a hired car-trailer, and at about dawn on the appointed day, we set out for Bell Bay, some 285km away. We arrived in good time, and after a while, the Customs man came up with his seal-breaker snips and we walked up to the container, which was to one side, on the wharf. As he was fiddling with the seal, I suddenly had the knee-buckling thought 'what if they have sent the wrong car?' and 'what if it has not been stowed properly and it is severely damaged?'... etc.

My heart was pounding, all the more so because I had never imported a vehicle before and the whole thing was simply very exciting, and that excitement reached its peak as the doors swung open and there she was [our cars always seem to be a 'she']. Not only was it the right car, but it had been very well stowed and was in perfect condition. Iris and I just looked at one another and beamed.

Before the car was rolled out, it had to be inspected by the Quarantine chap [to ensure no under-guard soils and seeds had been brought in], but as I had had the underbody steam-cleaned in NZ and certified, all was well. [He literally went all under the guards with a 'white glove!'] We rolled it out and I cleared the customs papers etc.

The time had come to start it up and drive it on to the trailer and head for home. I had anticipated a flat battery and probably no fuel, so I came equipped with a new jumper battery and leads and a large can of fuel.

Fuel was poured in, the jumper leads connected, the carby primed, choke pulled and the ignition turned on. When I pressed the starter button, I was greeted with a deep 'oomp'. I kept trying but was given the same sound each time. The motor was simply not being thrown over and I had no crank-handle. I was not prepared to push-start the car, as I had heard about the dislike that the Light 15 gearbox can have for this stratagem.

As I was wondering what to do next, I became conscious of two brawny wharfies standing by and watching my performance. When I explained my difficulties, they came up and had a closer look at my pride and joy, whereupon one of them noted my 'cute little

jumper leads', commenting that all I was doing was 'cooking them'. What I needed was a decent set of leads and battery with a 'bit of power cobbler'. So off they

## A WISH COME TRUE

walked and as they did I thought – sarcastically – how 'helpful' they had been.

But a few minutes later, one of them returned with a set of jumper leads slung over his shoulder, the likes of which I had never seen before. They seemed to be as thick as my wrist! He brushed me aside [in the nicest possible way], muttering that what I need was 'a bit of power cobbler'. As he removed my 'cute' leads and connected his, under my nervous supervision, a large shadow came across us and I turned around to see, parked very close, a huge 30-tonne fork-lift, with the other man at the helm. He climbed down and went to what I thought was a large tool-box to get a spanner – or so I thought. He lifted the lid to reveal a colossal battery made up of six two-volt cells! They both agreed that this set-up should give me 'plenty of power cobbler'.

'Give her a go now cobbler' – so I did. Well, when I pressed the button, not only did the motor spin, but the whole car seemed ready to rotate! The engine fired im-

mediately, and my helpers disconnected the leads. One drove off in the fork-lift, the other walked off alongside and as they disappeared, it seemed to me to be exactly like the old 'King Gee' work-gear TV advertisements

for tough, no-nonsense overalls. I almost looked around for the cameras.

So we put her on the trailer and headed for home, where I garaged her and spent the next couple of hours just looking her over, getting familiar and noting the things that I could not wait to start doing.

Having got the car home, I spent the first several nights just looking at it and going over it very carefully, not just to inform myself about the vehicle technically, but also to confirm its condition and do an inventory as to what needed to be done and in what order and by what time, noting that our friends in the local Citroën car club were anxious that Iris and I 'get involved' and take part in coming events, the first of which was not far away. I have been fortunate enough to have owned and restored several cars in my youthful past, including a Sunbeam Talbot 90 [my first car], two MGAs [one the notorious I500 Twin Cam], a Porsche 356A, an Aston Martin DB4 and a Citroën CX2200 and IDI9, plus certain other, unmentionable vehicles, in-

cluding a Hillman Imp, so rolling the sleeves up with the Light 15 would take me back.

Somehow or another, I must have sensed that we would one day buy a Traction, for I had already purchased a single-volume reproduction of the workshop manual shortly after I discovered the car at the Christchurch auto museum, even though it was to be some months before we actually bought it. [A couple of years later, I was able to buy the original two-part, fold-out repair manual and owner's instruction book. Both are complete but a little the worse for wear. I have added to these books of course, and together with a large binder of articles from technical magazines, road tests and the Internet, I now have a small library of Traction references].

Shortly after our acquisition, my daughter gave me a soft-cover copy of John Reynolds' book *André Citroën* [Sutton 1996], but as other readers have no doubt discovered, I found that a significant portion of text was missing from the chapter 'Lord of the Ice' [p 137]. I wrote to the publishers, suggesting that the error in my edition may have been a one-off, and could they replace it for me. A week or so later, they came back, very apologetically, noting that they had not been aware of the printing mishap, and all their stock [plus four years' of circulation],

showed the same printer's error! They sent me a complimentary hard-back copy that I noted was free of publishing errors. But I digress.

All the original purchase and [subsequent] registration papers came with the car, which was first registered in January 1951. [So I guess the car is really a 1950 model]. The registration certificate noted that it had pneumatic tyres! It started life in Nelson ending up in Christchurch around 30 years later. Apparently, it was ordered in an ivory finish but it came from the factory in a grey-green primer, and the finish colour was applied by the NZ importer. This was quite common, as Citroën offered a very limited range of colours for the Light 15. [Apart from the ubiquitous black, the only other export colour at the time was a metallic grey. Earlier cars offered green and light grey and later cars were available in shades of blue and grey – apart from black, of course]. So to meet the fancies of new buyers, NZ and Australian importers brought in a number of vehicles each year, in a primed condition, to be coloured to order. Interestingly, the wheels of all the cars 1948-52 were finished ivory.

As it apparently stood garaged for some years in mid life, our car has just 94,200 miles on the 'clock' and looking over all the re-registration papers, and the good condition of



the seats, I am sure the mileage is genuine. This was a pleasant surprise. The car has been well looked after, and the last owner had taken some trouble to re-carpet the inte-

boot, or any signs of rust at the base of the central pillar [which is usually caused by water getting in through the semaphore indicator openings].

## A WISH COME TRUE

rior and re-line the doors. It had all new 165 x 400 Michelins fitted and at sometime in its recent past, it was given new paintwork and the bumpers re-chromed. The dashboard has now been re-polished and I have even got the electric clock working! Our car came with the optional Bluemells four-spoke steering wheel which is unusual but looks good, especially with the new polished blackwood centre piece [Iris' idea – as the original plastic insert had warped and cracked]. I am missing the polished wooden door-pulls, however.

So what did I find and what have I done?

Well, the last couple of owners must have used the local handyman 'mechanic' from the corner garage, as there were odd and missing bolts all over the place and bits of loose/redundant wire everywhere under the dash. The windscreen seal was perished and as were the door seals. The bottom sections of all doors had a few small, telltale rust 'pimples' and none of the window winders worked properly. There was no rust in the floor or

free with a mastic internal shaping of the bottoms to ensure positive drainage. All window-channel lining and door sealing rubbers have been replaced and all winding mechanisms now work perfectly.

Even though I have 'cleaned up' some of the under-dash wiring, I have had an 'original' replacement loom made up by Vinwire, but to date I have not plucked up enough courage to install it! The electrics have been converted to negative-earth and the Lucas distributor has been re-built [although I am still considering fitting one of the new 123ignition units]. Brake master and wheel cylinders have been re-cupped [they were in perfect condition] and the carby overhauled.

All shock absorbers have been renewed [the new front ones made an immediate difference by reducing the tendency to pitch]. At the time of doing the left rear unit, I noticed that the brake line and jacking pad had been impacted by something and bent out and somewhat vulnerable. So with great care I worked the brake line

The doors have now been worked on and are rust

back into position and repaired and re-fitted the pad. The repairs looked good and all was well – or so I thought. Next morning, there was the telltale spot of brake fluid on the floor! Damn. So out with the flaring tool and a new piece of pipe I had in my 'one-day-that-will-be-handy' collection of bits and pieces. A new line was made up and fitted and the system bled. All really was well this time!

Although the semaphore indicators are working, I have, of course, installed flashing indicators [per Honda motor-cycle] and bypassed the originals.

So what remains to be done?

The engine starts and runs well, but I suspect the head gasket is allowing coolant to blow through. Will keep an eye on it. The clutch judders a bit on forward take-off, but is better when reversing! [I thought this might be related to the way the engine is mounted, so I checked the set-up and renewed the deteriorated rear engine-mounting block. But the clutch remains the same]. So a renewal or re-build is indicated, even though a new clutch was supposedly fitted just before purchase. Given the standard of some of the other garage work, the new clutch could even be the problem. Gear-change is slow but safe, although the diff whines slightly when in that 'in between' driving mode, so having no special tools, I propose to

bring the car over to Melbourne and leave it with Mel Carey for a while to refurbish the transmission and generally check over the front end with a more experienced eye than mine.

Apart from some very minor blemishes on the paintwork, and a boot lid that I simply cannot get perfectly gapped, [despite spending hours on it and refitting the hinges!], the car looks great and we enjoy using it, although I am not so keen to take it through the city area, as the lack of a low-gear synchro often requires making a dead stop at the lights which in turn produces an impatient honk from those behind. With quite heavy steering, a quick parking manoeuvre is impossible, even though I run the tyres at high pressure. So I find city driving a bit of a trial.

Despite some silly design features including pedals that are too close together – especially the clutch pedal being close to the firewall [see photo] – front brake drums that are keyed directly onto the stub axle, a rear axle that is very weak and a less-than-robust gearbox and the need for a wide range of special tools just to do fairly basic front-end operations, I still think the Light 15 is a marvellous car and one for which I have a very soft spot and a certain sentimental attachment that takes me back to my teens.

Tim Waters



Many readers out there may not be aware that there is a whole world devoted to the production, sale and promotion of 1/43rd scale models

Without going too far back, white metal kits and finished models were available in the '60s and '70s. Most were fairly crude and lacked a lot of detail. I have a Mickand-sue whitemet-al Citroën II cabriolet kit from the '70s

## THE WORLD OF 1/43

of cars and other vehicles.

Why 1/43rd scale? I dunno, and maybe someone more knowledgeable can throw light on this. However, this scale does give a size of model in which a good amount of detail can be obtained whilst not occupying a lot of shelf space. Models of normal sized cars end up about 100mm long.

This industry seems to have been the almost exclusive province of Europe manufacturers, the UK being active early with white metal models, then France leading the charge into resin technology. The Italians have also been active

The models are available from a hoard of cottage-industry builders and are supplied fully built or as a kit of parts, the latter being considerably cheaper.

Firstly, a couple of warnings. These are not toys. They are serious works of the modelling profession and are priced appropriately. The kits are also not for novices, some degree of model building experience is a prerequisite for success.

which needed an extraordinary amount of filing and preparation to get a satisfactory finish. Things have vastly improved since.

There has been the widespread introduction of plastic resins, photo-etching, the use of silicone rubber for moulds, and improvements in decal technology. All this has led to an amazing improvement in finish, detail and complexity. CAD/CAM has also favourably impacted this industry with manufacturers such as Tameo producing incredible models using these techniques.

Most models are available either fully built-up, or as kits for purchaser completion.

I couldn't possibly justify paying the prices for fully assembled versions so I'm working my way through kits. Expect to pay around \$100 for kits and \$180 upwards for builds. This is not a cheap way to spend your spare time, but the end results can be absolutely exquisite.

The best entry point for beginners

is the Grand Prix Models web site, [www.grandprixmodels.co.uk](http://www.grandprixmodels.co.uk)

GPM in the UK have been around the 1/43 world since the beginning and have an incredible database of thousands of models. They also publish a monthly magazine, '4 Small Wheels', devoted to the scene.

If you do a search on their database for Citroën, you will get 376 matches. A lot of these are models of WRC rally cars but buried in there are some real gems.

My main interest is DS rally cars and the best supplier of these is the French company CCC, although others such as Vroom have had some good offers.

I usually buy through GPM and

have found that their service is great.

There is an excellent primer on how to build white metal and resin 1/43rd kits by John Symons, titled 'The World of 43rd', which should be available through GPM.

The model pictured is a CCC version of the works coupe that ran in the 1972 Portuguese 'TAP' rally. It is missing the roof aerial [it broke during photography] and some decals, but otherwise it is a very accurate model of this historic car. The car still exists and has been restored by the Dutch Citroën DS Club.

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Graham Keeley reports on the mystery of a missing masterpiece. This article was first published in 'The Telegraph', on 27 August, 2005.

## PICASSO'S PAINTED DS

Today's Citroën Xsara Picasso mini-MPV is not the first connection between the Spanish artist and the French car company. Fifty years ago, Picasso chose to paint 'The wreaths of peace' on a Citroën DS owned by a young Mexican journalist.

The blue DS was then a dazzling new model that had wowed the world with its sleek lines and innovative technology. With the artist's signature, it was even more desirable. But the poverty-stricken writer was forced to sell it for just \$6,000.

Picasso had painted many unusual objects but never a car, so the value of the DS today can only be guessed at. Yet on the 50th anniversary of the creation of Citroën's own masterpiece, the whereabouts of the car that Picasso painted remains an intriguing mystery.

The story begins with Manuel Mejido, then an ambitious 22-year-old reporter living in France. He reasoned that an interview with the Spanish master, who was living near Antibes, would get him his

break as a journalist. But how to convince the press-shy painter to grant him an audience?

Mejido knew that Picasso, who was in exile from dictator Francisco Franco's Spain, was a diehard Republican. So

he bluffed his way by telling Picasso's secretary that he represented the Spanish Republican Centre in Mexico, which had offered refuge to many Republicans during the Spanish Civil War. Picasso was hoodwinked and granted the interview.

Mejido called in a favour and borrowed the Citroën DS from a Spanish acquaintance living at the Mexican centre in Paris. He and three friends then drove to La Californie, Picasso's wooded villa.

This shambling bunch of young hopefuls amused Picasso. He asked who was the Spanish Republican from Mexico and Mejido pretended he had been sent by Spanish refugees to conduct an interview. They chatted in the palmed garden about painting and politics, then, just as promptly as he had appeared, Picasso vanished.

Mejido and his friends were left waiting for two hours until the painter reappeared. Amazed that in his absence they had just been sitting around, the painter said he never stopped working and

dreamed of paintings.

And as if to prove his point, he then showed Mejido the freshly painted DS, which was now adorned with white images of flowers, a tree and a family in the painter's unmistakable style.

The Spanish newspaper El Pais reported how Picasso told the bemused journalist: 'I painted the car. 'The wreaths of peace'.'

Realising it would be worth more with Picasso's signature, Mejido replied: 'Marvellous! But you haven't signed it, maestro.'

Picasso duly obliged, adding his name to one of the wheelarches. In order to capture the moment, Mejido's friends took a number of photographs of Picasso, the journalist and the DS, which Mejido still has today.

Back in Paris, he paid his Spanish friend \$1,000 for the car and sold it on to a French gallery for \$6,000.

But then it vanished. It has not been seen since, and in official catalogues of Picasso's work there is no trace of it, or 'The wreaths of peace'.

Two Picasso experts, Josep Palau I Fabres, a friend

of the painter and director of the Picasso Foundation in Barcelona, and Rafael Inglada, author of a biography of Picasso, said the photographs proved the story was authentic.

The painter loved cars and owned a Hispano-Suiza, an Oldsmobile, a Hotchkiss, a Mercedes and an Alfa Romeo, but never a DS. Inglada said: 'This is first time I have heard of this. It is truly unusual. But there is no doubt that Picasso is photographed at La Californie.'

But why did Mejido sell his Picasso masterpiece in the first place? Now 72, he says simply: 'I needed the money!'

The journalist, who went on to interview world leaders from Nikita Khrushchev to Ronald Reagan, believes the DS could be in the hands of a private collector. 'I find it hard to think the car has disappeared,' he says.

Graham Keeley



Regular readers will recall the for some considerable time we published a series of articles about model cars, under the title 'Members Models'. These

eral Motors [which had built a plant in New Zealand in 1926], Ford, British Leyland and Mitsubishi were all well established. However, prices were high [the numbers of cars assembled were relatively small, and the costs of imported

components would have been expensive] and consequently old cars were still to be seen everywhere: it was a car-spotter's paradise!

There was a highly eclectic mix of cars on the road: lots of 1950s and '60s English models still to be seen: Austin 1100s, Vauxhall Vivas, Morris Minors, Triumph Heralds, Ford Anglias and Escorts and so on, together with the disastrous then-current offerings like the Morris Marina and Austin [shudder] Allegro. Australia was represented by Holdens and the Falcon, and the Japanese were making strong inroads. I seem to remember that the two Japanese makes that were particularly popular were Mitsubishi and Honda, with the latter taking over one of the old British Leyland assembly plants. There were quite a number of small Fiats on the roads, and the French were represented by Renaults, Simcas and a few Citroëns. Most of the latter seemed to be Tractions [I remember seeing quite a few still being used as daily transport] or the DS/ID. The latter, though, would have been expensive and a rarity. Imports of built-up cars were scarce because

of extremely high import tariffs: BMWs, Mercedes-Benz, Volvos and the like were very rarely seen and second-hand examples changed hands at exorbitant prices.

To the present, and one visits a totally changed economy and sees a totally changed variety of cars on the roads. Almost all the old English cars have been swept away. During the visit in June, I saw just a couple of Triumph 2000s and a single Austin. What spelt the death-knell of the old New Zealand car market was the decision back in 1998 to abolish overnight all tariffs on imported cars and to allow what's called 'parallel importing' – the import of used cars, mainly from Japan. With Japanese testing encouraging people there to change cars every three to four years, a steady stream of relatively new and low mileage cars is available for export.

Many of the used cars that Japan sends overseas are models that are

available new only on the home market. This makes New Zealand once again a great place for car spotters: how about the Mitsubishi Aspire, the Honda Torneo or the Nissan Crew?: all middle range sedans, but never seen in Australia. Moreover, apart from the usual-looking sedans and SUVs, there are such strange confections as the diminutive 650cc Honda Vamos van and the rather larger and just as strangely named Mazda Bongo Friendee. These parallel imports enter the country at very cheap prices, and are usually sold at large auctions. There are tales of odometers being tampered with back in Japan, and the sheer range of Japanese cars now on the roads has to mean that spare parts, particularly body panels, must sometimes be difficult to find. But the system provides New Zealanders with a source of cheap affordable motoring. In addition, not all the parallel imports from Japan are

## NZ THEN AND NOW

articles were written by Mark Ebery. Mark and his family have moved to New Zealand, but before he moved, he visited there and wrote this article for 'Front Drive'. In a recent clean-up of my computer, I rediscovered his story of 'New Zealand, Then and Now'.

A recent visit to New Zealand gave me a good chance to compare the motoring scene across the Tasman today with what it was like when I lived in Wellington twenty years ago. What a difference!

In the mid-'80s, New Zealand's economy was still reeling from the effects of Britain entering the European Union and the consequent quick decline in exports, as well as the from the consequences of a number of very costly and questionable industrial projects – the legacy of the 'Think Big' economics of the Muldoon government. Locally assembled cars dominated the car scene back then. There were a number of assembly plants scattered across the country, including in Auckland, Wellington, Nelson and Christchurch. Companies like Gen-



Competing with the parallel imports is a wide range of new cars from all the usual manufacturers – and a few that we do not see here, such as Fiat, Seat and Skoda. Here is a Skoda Superb



Japanese cars: some people I met had recently bought a three-year-old BMW 3series for NZ\$23,000; they had also bought a Tokyo-sourced Range Rover.

a couple of the larger vans.

New Zealand is a great place for a touring holiday: the countryside is just beautiful, and distances are relatively much smaller than here.

But beware of the hazards!: country roads seem to carry

more traffic than over here [and I reckon the traffic moves pretty swiftly, with many cars travelling at least 15-20kph over the limit]; most roads are usually fairly narrow and twisty. Construction of freeways ['Motorways' in NZ] is slow – the busy main route north of Auckland is being upgraded, but only at a very measured pace: difficult terrain and a small labour force are to blame. Talking of Auckland, beware of being held up on the city Motorway system: it clogs up very easily indeed, seemingly at any time of the day. 3 o'clock in the afternoon on the southern Motorway with all lanes blocked was a real pain!

Fuel is a bit more expensive than here [prices in June were about NZ\$1.25 per litre]. A real hazard for the visitor is the strange 'give way to the right' rule, which means that if you are turning left, and an oncoming vehicle is indicating turning right, then you have to give way to it.

Three particular attractions for car and transport enthusiasts: in Auckland there is MOTAT [Museum of Transport and Technology] with

displays of cars, trains and aircraft. Situated at two locations, these are linked by a well-maintained preserved tramway. Apart from a collection of cars and commercial vehicles [including what is claimed to be the world's first chilled beer tanker!], particularly worth seeing [at MOTAT II] is one of the huge Solent flying boats that flew between New Zealand and the Pacific Islands.

Just off State Highway One, north of Auckland and near the town of Whangarei, is the Compter Family Rare Cars Collection. This is open by appointment only [ph [09] 435 2608] and has many interesting vehicles, mostly from central Europe and France. The collection includes a Zwickau and Trabant, a 1950 Tata; and from earlier days, a La Buire, a Le Zèbre, a Mors and a de Dion Bouton. There is much more, and a 1950s exotic is the special Lancia Aurelia coupe by Pinin Farina that once belonged to Evita Peron. At the opposite end of North Island, at Paraparumu, not far from Wellington, is the very impressive Southward Car Museum. This is the largest car collection in the southern hemisphere, and is housed in a superb exhibition hall. The cars [and motorbikes] are immaculately presented and there is a wide variety, with vehicles from the very earliest days of the combustion engine to some famous models of the '50s and '60s, such as a Mercedes Gullwing and Chrysler Imperial.

For reading on the plane when you fly back across the Tasman? Pick up a copy of the well produced monthly magazine 'New Zealand Autocar'. And for a more substantial read, 'The Trekka Dynasty' [by Todd Niall, Iconic Publishing, 2004, NZ\$29-95]. Production of the Skoda-engined jeep-like Trekka commenced in 1967, and at a price of £899 it was cheaper than almost everything else on the market. Although not fitted with four-wheel drive, the Trekka had a limited slip differential to assist its ability off-road. Some were exported to the Pacific Islands, and a few made their way to our shores [mostly to Queensland]; a small number served with New Zealand forces during the Vietnam War. Deaths in the family that had started the venture, together with increasing competition from Japanese imports, signalled the end of the road for the vehicle, and the last Trekkas rolled off the assembly line in 1972. As the jacket cover says, the Trekka was the only motor vehicle ever to have been designed and mass-produced in New Zealand. Around the story of the Trekka, the author has written a history of motoring and the motor industry across the Tasman. It is a story that has some parallels and some differences to our own, and is well worth reading.

Mark Ebery



## NZ THEN AND Now

Competing with the parallel imports is a wide range of new cars from all the usual manufacturers – and a few that we do not see here, such as Fiat, Seat and Skoda. [Of course, Fiat are now back in Australia, through Ateco and Skoda is due to return this year. Ed.] I was also surprised at the fair number of brand-new expensive cars on the roads: several Bentley Continentals, a couple of the sleek Mercedes CLS, and lots of BMWs, Audis and the like. The importers bring in much wider ranges than we are used to over here. Renault, for example, lists the Vel Satis and Espace at the top end of their models, whilst VW imports the Golf-based Touran people mover. Parallel imports from Japan mean that the cheaper new imports are much scarcer than here: there are therefore relatively many fewer Hyundais, Kias and Daewoos around than here. What of Citroën? There are certainly a few to be seen, but the recent surge in imports over here is not so apparent across the Tasman [again, the parallel imports are probably the reason]. Nevertheless, C3s, Pluriels, Xsaras and C5s were all to be seen – together with

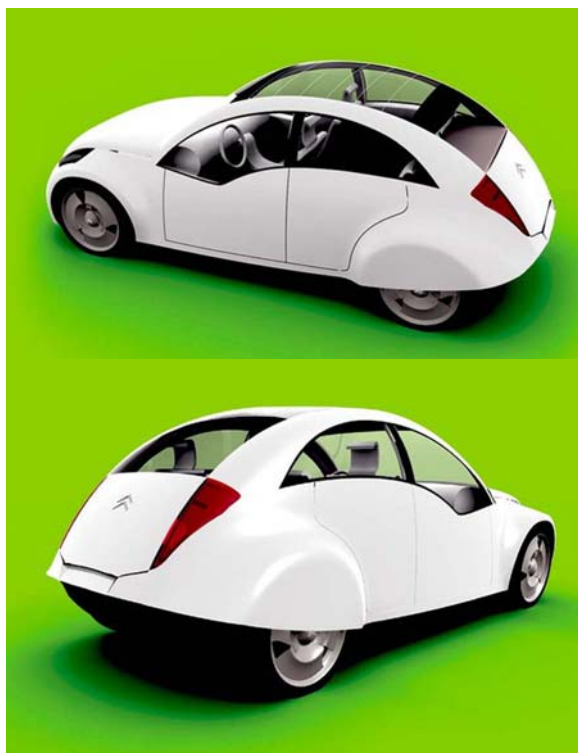
Here is proof that Citroën is set to come out of its shell when it comes to car design – because the 'tin snail' is back!

These pictures show how a successor

## A LEGEND RETURNS

to the 2CV is shaping up. Boasting a thoroughly modern interpretation of the classic design, it has its eyes on the lucrative family car market.

Based on insider information, our pictures show what you have to look forward to. Taking over where the Evoque concept car of 2005 left off,



the shape is instantly recognisable and could not be confused with anything else. The Evoque is depicted on this page and was reported on in July 2005 in 'Auto Express'

The Evoque was been produced by a group of budding

designers from the Creapole School of Creation in Paris, and was entered into the 2005 World Automotive Design Competition in Canada. The brief was to come up with a 'world car with universal appeal', and the 2CV was the obvious choice for the French team's entry.

As Fiat has done with the 500 and VW with the Beetle, Citroën has followed the current trend for reinventing classic models. By cashing in on the charm of the original 2CV, the French firm is set to launch into uncharted territory -- going up against prestige models such as BMW's MINI. With the same curved bonnet, slab sides and covered rear wheels, it looks just like the original 2CV, which first appeared in 1948.

Trademark details such as the slatted bonnet and double chevron grille remain intact. However, with flush-fitting windows and faired-in lights, the shape has been given a modern update. It promises to be extremely eco-friendly, too.

With car firms ever more concerned about their impact on the environment, the 2CV will be a showcase for

Citroën's green technology. It is likely to be made from plastic body panels, and with power coming from a hybrid diesel engine, it should boast low fuel consumption and emissions.

As with the exterior, the cabin will draw on its famous predecessor with a minimalist look. A large, thin-rimmed steering wheel dominates the interior, while the fixed central hub contains controls for the stereo. There will also be a retro speedometer, and as with the original car, the gearlever will be mounted in the centre of the dashboard.

However, while the 2CV was designed to be cheap and cheerful, the newcomer will feature lots of hi-tech kit as standard, including sat-nav and connectivity for the latest handheld gadgets.

As with the MINI, personalisation will be a big part of the 2CV's appeal, with contrasting body panel colours, seat trims and the option of a full-length sunroof. It is possible the Citroën could feature panoramic glass, as well as a removable canvas top.

Under the skin, the 2CV is likely to use platform architecture from the C3 supermini and C4 hatch, featuring a front-wheel-drive layout and a comfortable driving experience.

The new model will be positioned above the C3 in Citroën's range, and will carry a premium price. Although the firm is tight-lipped about production, our sources indicate that a con-

cept version could appear in 2009.

This article first appeared in 'Auto Express', 2 May 2007





We were trying to avoid writing the Easter report saving our strength up for OzTraction in a few weeks time, however Mr Editor told us

here is our view of the Cit-In held at Mansfield at Easter...

It is always good to leave the city at Easter to enjoy some fresh country air, take in the sights, catch up with some long-standing friends, and have the

that unless we pulled our weight we were to be removed from the Green Frogs Tours group and our places given to other more willing bears, so

chance to meet some new ones. Having not been to a Cit-In for a few years we also thought it might also provide pick up a few pointers for OzTraction. Against our better judgment Sue had 'volunteered' to count the money for this event so we had transport to get to Mansfield, which is often a stumbling block in our travel plans.

We arrived in Mansfield on Thursday afternoon ahead of the majority of people who appeared over the course of the day on Friday. Fortunately we were late enough that all the jobs that bears could have helped with had been done so we just sat back and relaxed and watched everyone else work. Friday seemed to be spent eating and talking, catching up with friends who had not been seen for at least twelve months and meeting new comers who were soon to be friends. The main centre for activity was the Mansfield Sports and Recreation Centre that had been transformed from a large empty space into a friendly meeting area with space at one end for display cars and then large tables at the other, which were

used for meals on Friday night, Saturday night, and the farewell breakfast on Monday.

The two cars on display that took our particular interest were Shayne Harris's yellow 5CV and John Freeman's blue B12. Not only were they in our favourite colours but these two vehicles, which date from the 1920s, had been driven from Perth to Mansfield, a very impressive feat indeed. By way of contrast the other two cars on display were a brand new C4 which was on loan from Zagame Citroën for the weekend and the C6 belonging to CCCV member Patrick Holder.

Friday night's supper provided the first formal chance for everyone to get together, enjoy some soup and just catch up on news.

Saturday dawned bright and sunny; just perfect weather for lining up cars and then looking at them, which was the primary activity for Saturday morning. The venue was the Mansfield Botanic Park: just a short walk from the centre of Mansfield, which gave people the option of spending time in town, looking at the Easter Market or just admiring the cars. There was a great line up of cars with over 80 on display, from the 5CV and B12 from WA, through to over a dozen Tractions and too many Ds to count to the latest C series vehicles all of which were represented. The display gave a great view of Citroëns past and present. The cars were formally

## CITIN '07: MANSFIELD



Traction and DS line-up. Photos: Ian Sperling



Top: [left to right]: Andrew and Roy Begelhole, Shane Harris, Ted Cross, Esther Begelhole. Photo: Helen Cross. Centre: John Freeman's B12, Mark McKibbin and Shane Harris' 5CV. Photo: Ian Sperling. Bottom: Traction Avent cabriolet. Photo: Ian Sperling.





judged and there was also a popular vote which was won by Ray Huth in his Big 6.

On Saturday afternoon the time was free to do some sight seeing. Some

## CITIN '07: MANSFIELD

took the option of going on tours to wineries in the region; others decided to drive around a local paddock for hours on end and seemed

Top: Rob Little and a brace of DS. Bottom: The vans of Peter James and Peter Fosselius. Photos: Ian Sperling



to enjoy doing that. We decided to climb the nearest mountain and hitched a ride in Ferdi Saliba's ID19 which took us most of the way. The more active among us then took the opportunity to walk to the summit of Mt Buller. We

just watched from the car as neither Bluey nor I have worked out the attraction of walking when you could be carried [and no one offered to carry us]! After the summit was conquered drinks were consumed before heading back to make ourselves ready for Saturday night's festivities.

Dinner on Saturday night was held at the Sports and Recreation Centre, with caterers providing a good three course meal. During the evening, there was also much entertainment. Prizes were awarded for the people who had the most fun driving around the paddock. Don and Deirdrie Scutt ran a trivia quiz between courses which seemed to be enjoyed by everyone.

The other entertainment was an auction run by Bill Wellwood. There were several items for sale, bottles of wine, Monsieur Bibendum and the major prize of rides in the C4 and C6 on Sunday for the observation run. The auction raised a total of \$656, which was donated to the Tolmie CFA for their fund raising drive to buy a new fire truck. The CFA president at the Tolmie Pub

was astounded at the generosity of the Citroën owners when he was handed the cheque on Sunday afternoon.

Sunday was set aside for the observation run, our personal favourite event, as apart from stress relief duties, observing is one thing at which small bears excel.

We found a prime position on the back parcel shelf of the Xsara. Sue was driving with Jenny Kirkcaldy as her navigator. Kirk Kirkcaldy and Marina Sorensen were in the back competing against the front seat and we were in the very back helping everyone. It seems that extra points were being given for people who competed with someone other than their regular partner, hence the regroupings. [It also seems that it was the additional assistance from Bluey and Yellowy that ensured a 'win' for Sue and Jenny. Ed.]

The observation run followed a route from Mansfield to Tolmie, to Powers Lookout and then finished in Whitfield. There were a few tricky questions but the directions were easy to follow so we did not take any unplanned scenic detours. The questions were all answered by lunchtime, so we decided to lunch in Whitfield. Unfortunately so did everyone else and the lunch stop took much longer than we had planned. We returned along the same path back to Mansfield, although it was possible to take a longer journey if you wanted. Back



Above: The Citin throng at the Sports and Recreation Centre. Below: The recalcitrant XM and the hoards of helpers. Photos: Helen Cross





in Mansfield we deposited our answer sheets into the designated 2CV drop off point and went to prepare for dinner.

Those people who do not enjoy

their day too.

The venue for Sunday night's dinner was the Alzberg Restaurant. The venue was very intimate however it seemed to be enjoyed by all who were present. A three course dinner was served. During

breaks from eating the Prizes for the weekend were awarded for the Most Popular car, Furthest Distance Travelled in a Citroën, Hard Luck, Observation run and also prizes for each class of car in the display and an overall winner.

On Monday morning, the farewell breakfast was served at the Sports and Recreation Centre. The breakfast was a self-serve buffet with a good range of food to prepare people for the drive home. People spent time to say good bye with lots of promises to see each other next year when CCOCA host the event in Deniliquin.

We stayed around for a little while to supervise the transformation of the hall back into a sports centre before journeying home. We certainly enjoyed our time at Mansfield, it seems the people, and cars did too. All the cars except one attention seeking XM behaved perfectly so the mechanics had a very quiet weekend.

Bluey and Yellowy [with some typing help from Sue Bryant].

## CITIN '07: MANSFIELD

observation runs had an alternate activity of a drive up to Mount Buller and a ride on the chair lift. People who did this seemed to enjoy



Above: Some participants went wine tasting. Left to right: Bev and Bruce Stringer, Robert and Kay Belcourt. Below: Bruce and Bev Stringer, being led 'astray' by Helen Cross. Photos: Helen and Ted Cross.



While 2009 seems a long way off, it is actually only tomorrow in the grand scheme of things. It does seem only yesterday, for me at any 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@citroënclassic.org.au] and it is his intention to 'lead' a delegation of Australians to this Event.

Occasion

2009: 75 Years of Citroën Traction Avant  
Breakthrough in Automotive History  
75th Anniversary: Only once in a

Lifetime

Venue

Arras [Northern France]

Charm, Hospitality, Friendliness

## 75 HEURES, 75 ANS

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.



It has been a few issues of 'Front Drive' since 'Fleet Follies' has appeared, so I will refresh your memory on its purpose. Each edition three members of the CCOCA

we need to know that respect comes with age'.

We think the other is saying, 'Well, you can't get on the road until I move, and I ain't moving without

some coaxing, but we can still be good Citroen friends'.

These two cars, as you all well know, were born in different centuries. I wonder what André would say if he could see this picture? [Yet another competition, me thinks... ] He could well ask himself, 'Why didn't I think of that?'. [Pourquoi est-ce que je n'ai pas pensé à celui. N'est-ce pas?]

We have owned one car for 50 years and the other for 50 days. Looking under the bonnet is frightening and I am not yet ready for a second look, at least until I have learned to accommodate the dashboard with its DIY instructions. — Bernie

The new model will provide us with an opportunity, with a clear conscience, to attend club functions and will take us in comfort to distances which could stress the 'old lady' [not Clare]. We are looking forward to using the C4 in this roll, and I like diesels better, anyway.

When you next hear from us in 'Fleet Follies' we may have some interesting tales of our adventures in the C4. You can look forward to this...

Clare and Bernard



## FLEET FOLLIES

Committee will share with you what has been happening in their garage. Both the good and the bad.

Hopefully this achieves two things. First, you will learn a little more about your Committee — which is important for those of you who live outside Melbourne and may have little idea who runs the Club on your behalf.

Second, you may also learn a few tricks or salutary lessons on how to, or not to, treat your car.

This edition Treasurer [Clare Hadaway] and Meeting Coordinator [Bernie Hadaway] tell of their new arrival, Secretary [Ted Cross] updates us on what is actually in his fleet and I share stories of my 'new' BX.

### BERNIE AND CLARE HADAWAY: THE MEETING OF MOMENTS IN TIME

What do you think these two cars are saying to each other? This would make a good competition.

We think one is saying, 'This has been mine spot for 50 years and although new comers are welcome

**LEIGH MILES — EDITOR**  
Shock! There is another car in the Fleet since I wrote last. This brings the total to an increasingly unmanageable 10.

Therefore I will tell you of the latest addition. A Series I BX 16 TRS Automatic, with about ¼million kilometres on the 'clock'. I guess many of you will know that in common with the Traction, the gearbox on an automatic BX is its Achilles Heel. The general view is that in a BX the 'box is good for about 100,000km and that 250,000 is rather pushing my luck. And, yes, it is the original gearbox.

Now, you would also have thought that after the dreadful automatic experiences with my CX, the last thing I would want would be this! But, I have always liked the look of the BX; especially the Series I cars with their 'Darth Vader' dashboards and panels unadorned by the additions that grace the 16valve models. It has been a long held goal to own one.

It was also exceedingly cheap. Well, I guess it needed to be, given the associated risks. I have to say that when [note when, not if] the gearbox does go 'bang' it will simply be pushed off the end of Brighton Pier. There is nothing else for it.

Bernie and Clare's new C4 snuggles closely to their Light 15 in the garage. Careful parking will continue to be required, as space is at a premium.





The paintwork is 'interesting'. All the panels that have any sign of facing towards the sun have faded from their original pale metallic green, to being almost silver. This

broken.

Positives: The air conditioning is brilliant! I love the seats [although the backrest does seem to slowly increase the angle of recline as time goes by.]

Troubles: The second throat

of the carburettor decided to stop opening while on a ten-day tour of Victoria, with someone else driving it. On the second day! It was OK once you got yourself to cruising speed, but getting there was nightmare – especially if taking off on a hill. I swear that the thought of facing a red light, heading towards Punt Rd hill in Melbourne, you would simply die of embarrassment.

Leigh F Miles



### TED CROSS – SECRETARY

This is my first report for many years.

Nothing much has changed really. I am still playing with various Citroëns. The full disclosure of my fleet is classified information but if you read on there will be some clues.

DS Special – no action. It is stored out of Melbourne in the Yarra Valley at the home of my sister. I secretly hope she will decide she loves it and one day it will become hers.

BX 16V – no action. Stored in Box Hill. Sulking. Needs a new owner and a new home. [Ted, there is space

in the For Sale column. Ed.]

2CV Dolly [Blue/Crème] – Helen's. Still great. Recently used for the CCOCA run to Castlemaine. A replacement roof is awaiting fitting. Tyres are getting ancient. Lots of tread, but now too old for safety. My next job will be to replace the seats with new webbing, rubbers etc. This job is well overdue really. With 37,000 miles on the clock so these maintenance jobs are to be expected.

2CV Dolly [Red/White] – Our 'Raid' project. Lots of work done here, in recent months. Major rust repairs by the Viking, who I highly recommend to all members. Considering the purchase price on UK eBay still 'in the money' but quickly becoming the 'loss leader' of the fleet. New floors, sills, inner guards and boot floor. Now, a very tidy and strong unit, nearly ready for the big adventure in 2008.

Traction Big 6 – Prior to the run to CitIn in Mansfield, some work on the exhaust system was required. A new exhaust system and new extractors have replaced the original, worn out cast-iron manifold. It is now quieter, running more smoothly, and gives much better fuel economy. More money spent. We will use this car again for OzTraction in Portland. We hope that Brian and Ester Wade are still coming down from Queensland for this event – what fantastic dedica-

tion from our Queensland friends. Brian's spectacular pre-war Traction was recently featured on the front cover of the UK Traction Owners magazine.

My latest folly was to buy the remains of a 1953 AU van from Leigh Mason in Albury. Apparently one, of only two still known to exist from the Slough factory in UK. These cars were specially made LHD and sent to Slough where they were converted to RHD typically for export to the Commonwealth – three come to Melbourne. This one was owned by a travelling Clown with a team of Monkeys. Any information on its history will be greatly appreciated. CCOCA member, Peter Hore, has confirmed the story – they lived behind his house in Kew when he was growing up. There will be a very long restoration project involved, but well worth the effort. The Monkey Van lives!!

Ted Cross



Helen Cross' 2CV also came on the run to Castlemaine. Here [left to right] Ted Cross is explaining the technicalities to Bruce Stringer and Graham Stanton. [That won't take long. Ed.]

## FLEET FOLLIES

particular shade, which seems to have been extremely popular in Australia, although not elsewhere, is I think the only hue that fades even faster than red in the Australian sun. Anyway, in a desperate attempt to redeem the paint, it has been dubbed 'Shadow Tone', with the clear implication that it was not only deliberately painted this way, but that it was an expensive original equipment option.

Negatives: Well, it is not that fast [but compared with a Dyane, it is not that slow]. In addition to the poor paint, the plastic of the dash and its surrounds is appallingly bad. Every piece has cracked and

Leigh Miles took his BX on the CCOCA run to Castlemaine: as is so often the case, the car does look too bad in photos. The actuality is another matter.



## FOR SALE



## 1954 BIG 15

Big boot model – serial number 9-535804. Last driven in 1977. 32,692 miles [genuine] with logbooks since new. Original condition, no rust. This car was lock away in a garage for 30 years... On Bricks. All reasonable offers considered. Car in Hampton, Victoria. Can arrange transport anywhere in Australia. For inspection or further details contact Paul

Ross 0418 535 150 or paul@gnre.com.au [31/02]

## 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. Registration was SGH833, chassis: DS-FG-01FG6843, engine: DX5 0683013655. \$5,000. Contact Brad Lanyon [08] 8355 9529 or 04 0278 6462, Adelaide beeandcee@chariot.net.au [31/01]

## 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]

## FOR SALE

## DYANE/2CV ROOF SOLUTIONS

Dyane 'Comfort Top' S/H hard top to replace soft top. Colour is grey. \$50. 2CV canvas roof. S/H including hood bows and rear glass in burgundy fabric. \$150ono. Phone Citro Motors [03] 9419 4537 [31/01]

## 1982 CX 2400 PALLAS

1982 CX 2400 Pallas, five-speed Mechanically excellent, body and interior 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 [30/08]

## 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 3583. [30/05]

## L15 &amp; B15 BODY &amp; MECHANICAL PARTS

Citro Motors has a range of body and mechanical parts for sale – too numerous to list in full. Phone with your requirement now. Citro Motors [03] 9419 4537 [31/02]

## 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]

## WANTED

## TRACTION PARTS

Wanted for 1951 Light I5: set of hub caps for easy clean wheels, front seats, radiator, accelerator control linkages, 12 volt horns

Wanted for 1948 Light I5: set of rear guards and number plate holder. Bob Shackley [02] 6251 6134 [H] or kyzyl@bigpond.com [30/08]





**CITROËN CLASSIC OWNERS  
CLUB OF AUSTRALIA**  
Australia's National Citroën Car Club