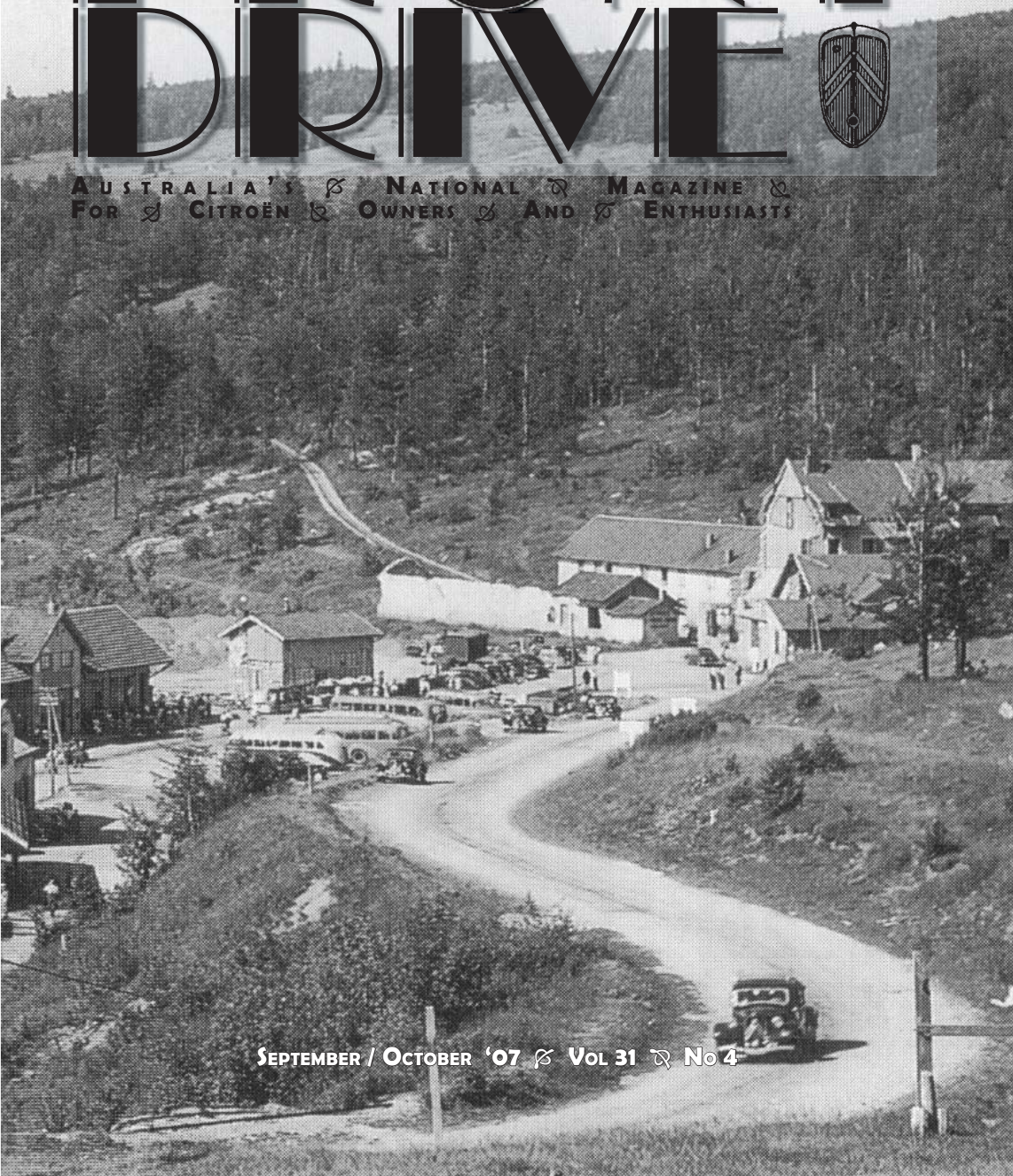


FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



SEPTEMBER / OCTOBER '07 VOL 31 No 4

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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

The Club's website is:
www.citroenclassic.org.au

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

The views expressed in this publication are not necessarily those of CCOCA or its Committee. Neither CCOCA, nor its Committee can accept any responsibility for any mechanical advice printed in, or adopted from this publication.

The Club cannot accept any responsibility for, or involvement in, any business relationship that may occur between an advertiser and a member of the Club.

COVER IMAGE

The cover image is taken from the Traction Avant Nederland calendar and depicts Col de la Schlucht, La Bresse, Vosges, 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

CONTRIBUTORS

Contributors to this edition of 'Front Drive' include:
Bernard Hadaway, Clare Hadaway, Rob Little, Mark McKibbin and Michael Molesworth.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, October 12

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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 [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

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

After 3½ years of working of 'Front Drive', I have decided it could do with a slight update to the look. In part this has been possible by our new-found ability to 'bleed' pictures to the very edge of the page, rather than requiring a significant white edge to the pages. Line spacing has been modified to ensure the copy in each column lines up and there is more space between the images and the words. This has also given me the opportunity to increase the font size and the space between the columns – as the space for copy is now larger – without articles taking any more space.

Citroën's first foray [well, since the 1930s] into off-road-ing was launched at the Geneva Motor Show and the C•Crossover is now on sale in Europe. Given its strong links to the Mitsubishi Outlander there are no plans to

bring it Australia. However, I thought a bit of a review of the model was overdue.

Mark McKibbin has been hard at work on the Events programme for the balance of 2007. You will find the listing starts on page 6 and we hope that everyone finds an event to suit them. Remember, every member is welcome to suggest and host an event. So, while there is a focus on Melbourne-based activities, there is no reason why you cannot arrange an event in your area. Let me know and we can ensure your event has lots of publicity.

CitIn'08! Bookings have opened for CitIn'08 in Deniliquin. Make sure to book your accommodation. While there is loads of accommodation available, remember there are lots of other events on at Easter in Deniliquin. Book early to avoid disappointment.

Enjoy,
Leigh F Miles – Editor

Well here we are – spring already. Time to dust off your Citroën and join with fellow members at some planned up-coming events.

So, no more excuses for not bringing out your favourite Citroën for a local meeting. Mark has arranged a great callendar of events leading up until Christmas. We need your participation to make these events worthwhile. We hope there is something for everyone to enjoy.

The most important event later this year will be our joint Annual Concours with CCCV which will be held a little earlier this year. It is CCOCA's turn so it is vital that we get a good turn up of member's cars to display. There will be some jobs to do too, so please try and help your committee on the day. This is a great opportunity to introduce new buyers to our Citroën history. We need a good turn out of CCOCA cars this year.

There will also be the popular 'Cheap Eats' on the Saturday night prior to our Concours event. See details elsewhere.

The new C•Crossover has been launched overseas and already there has been plenty of favourable feedback. Sharing other car makers designs is still disappointing to me so, no I will not be buying a 'FWD Mitcitsubroën' any time

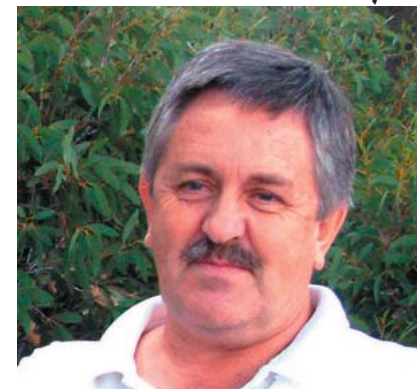
soon. Eventually we may have to accept these previously fine cars being produced in China for our market and then I will really have a problem to overcome. [This is my personal opinion by the way

– not CCOCA's] Having said this the end result for this new niche market appears very likely to be widely accepted – so congratulations to PSA for trying something new.

It is great to see modern Citroëns all over the place. C2, C3, C4, and C5 are now very common in Melbourne where this is being written. We hope to have a selection of new Citroëns at the Concours to consider for your next car. We certainly now have a wide selection of Citroëns to choose from don't we?

Please enjoy this latest edition that Leigh has crafted for your enjoyment.

Ted Cross



ED SED

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

A-TRACTIONS

● SEPTEMBER DAY RUN – GEELONG ECONOMY RUN

WHEN: Sunday, 23 Sept
TIME: 10:00am
FROM: Shell Service
Station, Todd Rd., exit on the
approach to the Westgate Bridge
TO: Bruce and Beverley Stingers',
35 Bawtree Rd., Leopold
BRING: The makings for lunch.
BBQ and facilities supplied.
COST: Free
BOOKING: Essential, by
Friday, 21 September
CONTACT: Helen Cross,
[03] 9819 2208 or
04 1935 6963
crossfam@ozemail.com.au

With spring just around the corner, who needs another excuse to get their Citroën on the road for a gentle run down the Geelong Rd? We will brim our tanks at the Shell garage just before the Westgate Bridge, advise Ted Cross of the odometer reading, and re-check them as we arrive in Geelong. Oh, I know, it's not 100%

scientific, but it sure is fun. Afterwards, we will venture on to Leopold for a BBQ lunch at the Stringer's.

MONTHLY MEETING – MODEL CONCOURS & PHOTO COMPETITION

WHEN: Wednesday, 26 Sept
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

Bring along that new-found prized model or your latest Citroën-inspired photo and compete for prizes in our Model and Photo Competition. Every year [OK, so we missed out last year] the finest images and models in CCOCA compete for the honour of 'Best Pictures' [it reminds me of the Oscars] and Best Model [do not ask what that reminds me of]. You might care to call it a sort Concours in Miniature; and at

least with this version you do not have to wash the car first. Supper? You bet – an especially good supper is being planned!

● OCTOBER PRE-CONCOURS DINNER

WHEN: Saturday, 13 Oct
TIME: 8:00pm
WHERE: Zias restaurant
93 Riversdale Rd
Hawthorn
COST: Cheap eats
BOOKING: Essential, by
Sunday, 8 October
CONTACT: Helen Cross,
[03] 9819 2208 or
04 1935 6963
crossfam@ozemail.com.au

Yes, it is Concours-time again! While the focus is always the Concours, dinner the evening before has become a... well, I was going to say routine, but I mean a tradition.

This year we head for Zias, in

Hawthorn – great Pizza and Italian food and both licensed BYO [wine only, \$2/bottle corkage] to boot. But, you MUST book with Helen, so we know how many are coming along, by Sunday October 8.

ALL CITROËN CONCOURS

WHEN: Sunday, 14 Oct
TIME: 10:00am to 4:00pm
WHERE: Como Park North,
Williams Rd., South Yarra
Melway 58, GI
COST: \$5.00 per car
[max \$10 for a fleet]
BOOKING: Preferred
CONTACT: Mark McKibbin
[03] 5625 4020
activities@citroenclassic.org.au

This year the Concours is back at Como Park North. It's a great location, easily accessible and a very attractive setting. Across the road from the park there are barbecues available and a café, which has great coffee and snacks.



There is generally plenty of public interest in the event. It is well publicised and free for the public to stroll around. If you wish to sell your Citroën or just show it off then this is the perfect place.

A-TRACTIONS

This year it's CCOCA's turn to organize the biggest car orientated local Citroën event, and naturally CCCV will be there to lend a hand. It requires a lot of help. There is a variety of rôles which need filling. If you can cook, greet people and take their money, tell them where to go, put up a marquee or take it down again or one of a dozen other things there is job for you. It is only because Club members like yourself help out that makes the event a success. So, talk to Mark to volunteer your services, please. Shine your Citroën, bring along your family and friends and make a day of it. We look forward to seeing you there.

MONTHLY MEETING - MEET THE FLYING DOCTOR

WHEN: Wednesday, 24 Oct
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

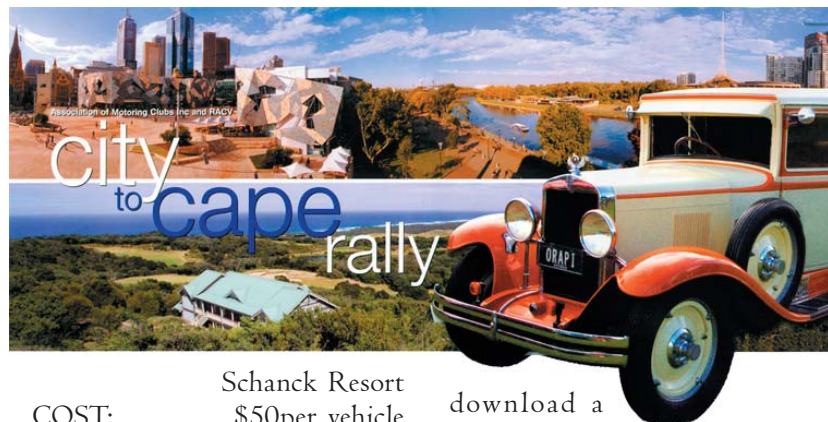
Some of you may remember that the surplus from the French Day we hosted earlier this year was donated to the Royal Flying Doctor Service. Tonight Duncan Packer, from the Service is coming along to talk about what the Service does.

We all know what the RFDS does, or at least we think we do. Come along and discover how much of what you have seen on television actually is true to life. As always, when we have arranged an 'outside' speaker we will be looking for a great turnout from our members. And supper will be provided.

RACV CITY TO CAPE RALLY



WHEN: Sunday, 28 Oct
TIME: 9:30am
FROM: Birrurung Marr
[near Federation Square]
TO: RACV Cape



COST: Schanck Resort
\$50per vehicle
Spectators: \$10pp
WHAT: BBQ lunch
BOOKING: Essential by 31 Aug
PAYMENT: With booking
CONTACT: www.aomc.asn.au

An invitation to all owners and enthusiasts of collector pre-1958 vehicles to participate in the inaugural City to RACV Cape Schanck Resort family day vehicle run. The Run commences in Melbourne City from Birrurung Marr [near Federation Square] and follows a gentle route to the RACV Resort complex at Cape Schanck. A morning tea stop will be at the Frankston Campus of Monash University. The event will be limited to 400 vehicles and applications will close 31 August 07. Your entrance fee of \$50 per vehicle includes a commemorative show badge and a barbecue lunch for two people, with additional people costing just \$20pp. Spectator admission: \$10 [Children under 14 are free]. For updates, maps and the

download a
booking form go to
www.aomc.asn.au

● NOVEMBER BENDIGO NATIONAL SWAP MEET



WHEN: Sat, 17 & Sun, 18 Nov
TIME: Saturday from 6:00am,
Sunday from 7:00am
WHERE: Prince of Wales
Showgrounds,
Holmes Rd., Bendigo
COST: Saturday: \$8.00,
Sunday: \$5.00,
Weekend Pass: \$12.00
BRING: Chair, picnic lunch,
sunscreen, sunglasses, refreshments
BOOKING: Not required
DETAILS: http://www.
bendigospwap.com.au/
CONTACT: Ted Cross
[03] 9918 2208

secretary @citroenclassic.org.au

The 2007 Swap will feature an extensive display of Fire Engines and associated equipment in the Bendigo Exhibition Centre, sites B-33 & B-42, plus an open air display.

A-TRACTIONS

Highlights:

- Over 1500 reserved sites – indoor and outdoor.
- Show and Shine Display Cars – Saturday only – limited numbers. Eligible Club and Special Vehicles will be on show. If you would like to enter your car in the 2007 Show and Shine, entries will be taken on the day. Visit the site to determine eligibility.
- Large number of Trade and Club Stands.
- Steam and Oil Engines from the Bendigo Steam and Oil Engine Preservation Group inc.

Our guest speaker in November is the famed 'Collectorman'. Here is seen chatting with Princess Diana at the opening of the Great Victorian Ephemera Exhibition in 1985.



- Motor Bike Display by the Ulysses Motor Cycle Club.
- Full 'On Site' Catering by non profit volunteer groups.
- Extensive Toy and Model Car show – many new Table Holders and Products.

MONTHLY MEETING – MEET IAN ARMSTRONG: 'THE COLLECTORMAN'

WHEN: Wednesday, 28 Nov
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

You may have seen him on television or heard him on the radio – but tonight you can meet 'The Collectorman' in person.

Ian Armstrong, who was Victorian of the Year in 1988 and is the patron of the Victorian Antique Dealers Guild Inc., started collecting 'Weeties' packet gifts, 'Dinky' toys and stamp albums as a young boy. Ian's passion for collecting continues today and now 'The Armstrong Collection' includes penny-farthing bikes, dolls, rocking horses, models and money boxes.

Tonight, Ian will talk about the joys of collecting, with a motoring bent. Why not bring a friend and something from your collection [it does not need to be motoring



related] and we can have our own 'CCOCA Antiques Roadshow'? Supper? You bet, and hot too boot!

● DECEMBER

SHANNONS CHRISTMAS WITH THE CLUBS

WHEN: Saturday, 8 Dec

TIME: 7:00pm

WHERE: Powerhouse, Lakeside Dve., Melbourne

COST: \$65pp

BOOKING: Essential by 28 Nov

PAYMENT: With booking

CONTACT: Ted Cross

[03] 9819 2208

secretary@citroenclassic.org.au

CCOCA has booked a table for 10 at this year's Christmas with the Clubs. Your \$65 includes canapes, entree, mains course, dessert, beer, wine, tea and coffee.

Entertainment includes music and dancing with a mini-auction to be conducted by famed CCOCA member, Billy Wellwood. With only 10 places available you will have to be quick to secure your seat at the table.

MONTHLY MEETING – CHRISTMAS BBQ

WHEN: Wed, 19 Dec

TIME: From 6:30pm

WHERE: Ted

& Helen Cross's

173 Power St., Hawthorn

COST: Free

BRING: Food to share and refreshments

BOOKING: Essential by 14 Dec

CONTACT: Ted and Helen

Cross [03] 9819 2208

crossfam@ozemail.com.au or

Full event details in the next 'Front Drive'.



Shannons Christmas with the clubs

Where: Powerhouse, Lakeside Drive, Melbourne
When: Saturday 8th December at 7pm
Price: \$65 per head or \$650 for table of ten. Includes Canapes, Entree, Main, Dessert, Beer, Wine, Tea and Coffee
Entertainment: Music and dancing along with a Mini Auction by the famous Billy Wellwood
RSVP: Limited tables available, book now. Call Richard Sanders on 8543 2203 or 0417 490 949 or email richard_sanders@shannons.com.au

Insurance for Motoring Enthusiasts. Call 13 46 46 for a quote.

shannons.com.au

The insurance provided is subject to Shannons Insurance Company's terms and conditions. You can get a Product Disclosure Statement by phoning 13 46 46 or on our website. You should consider the Product Disclosure Statement in deciding to buy or not to buy this insurance product. Shannons Insurance Ltd. 001 100 000 000. Australian Representative No. 230004.





The Citroën Classic Owners' Club of Australia is proud to be hosting CitIn'08 in Denilquin.

We believe that the location for CitIn is vital, and Denilquin has everything you need for an enjoyable break in the company of fellow Citroën enthusiasts. In addition to good food and the opportunity to show-off and admire our cars, there is a wide variety of attractions for even the least Citroën-minded of us!

Denilquin is situated at the edge of the Riverine plain, which stretches

northward into the driest Continent on earth – welcome to the edge of the outback! It is also on the fringe of the world's largest redgum forest; bird and wildlife abound, and the well-developed network of forest trails offer you the chance to free your adventurous spirit. Located beside the Edward River, and with the warm March weather, the attractive sandy beaches will be popular with young and not-so-young.

We have kept access in mind; 'Deni' has the advantage of being located centrally to most large population centres; it also offers a variety of accommodation options, many of

which are being held over for you.

The town itself is a delight to walk through; enjoy the beautifully restored old buildings, the formal Waring Gardens and the bushland Island Sanctuary, as well as the craft shops, cafes and the annual Easter Saturday Farmers' Market and Art Show, all within easy walking distance. Attractions further afield include the famous Conargo Pub, the vintage cars and number-plate display at the Clancys of Conargo winery, the Steam & Pumping Museum, and the Country Patch Cottage Garden highlighting the achievement of an attractive garden in an extremely low-water environment. There is so much to do and see, we are sure you will find plenty to enjoy during this stay, and when you come back again!

CCOCA every year hosts a national Citroën rally over the Queen's Birthday weekend in June, so we bring to CitIn an extensive history of hosting events such as this. We are confident that we are offering excellent value for money; see below for a full list of all the inclusions!

Register soon, to make sure you don't miss out, as places are limited

– and to get the lowest price! We look forward to seeing you all there in March!

REGISTRATION AND FEES

Registrations for CitIn'08 open on Monday July 16 and must close on Thursday, January 31 2008. In common with previous years a sliding scale of registration charges has been adopted. Remember too, spaces are limited: we cannot accept more than 180 participants.

Applications received prior to 30 November 2007: \$165pp

1st December 2006 - 31 December 2007, inclusive: \$175pp

1st January 2008 - 31 January 2008 [Deadline]: \$185pp

Bookings close on January 31 2008.

Children: Enquiry about the prices for children of various ages.

Either complete the registration form included with this edition of 'Front Drive', or download a copy from the CCOCA website [www.citroenclassic.org.au] mail it to us along with your preferred payment details. Payment will be accepted by Visa or Mastercard, cheque or



DENILQUIN
COUNCIL



DENILQUIN
COUNCIL





money order.

Return your completed booking form to:

CitIn'08 Denilquin, 16 Harrow St., Blackburn South, Vic., 3130.

DO NOT POST IT TO THE REGULAR CCOCA POSTAL ADDRESS, OR YOUR BOOKING MAY BE DELAYED!

What's Included?

Your registration covers the following:

- Friday Registrations & Club Shops will take place from 3pm at The Crossing Café, in the centre of town.
- Be sure to collect your CitIn'08 Rally pack, which contains per-

manent mementoes of this Event. Every registered child will receive their own special bag, as well.

- Friday night: A light dinner, including warming soup and a range of tasty meals, coffee and tea at the Crossing Café – a fully licensed venue, with refreshments to your account.
- Saturday morning sees our 'Show & Shine' on Civic Place, one of the major streets of Denilquin.
- A Country BBQ will follow. A range of sizzling sausages, burgers, chops, salads will be served. Top this off with dessert and coffee and tea to ensure you are ready to face the afternoon.
- A range of touring and sight-see-

ing options will be available on Saturday afternoon – including the ever-popular Observation Run.

- On Saturday night, we will be hosted at the Denilquin Golf Club for a sumptuous Chinese Banquet, served with Chinese Tea. [Other refreshments, to your account]. Coffee and tea will be served after dinner.
- Entertainment during the evening will include a Trivia Quiz [where you can compete for both Team and individual prizes] and other entertainments.
- Sunday morning sees an Easter Egg hunt, for the younger participants, but otherwise this is deliberately free – to enable those of you who wish to engage in worship to do so without missing any of the weekend's Citroën activities.
- The gala three-course prize-giving dinner, with coffee and tea, will be held at the Denilquin RSL. [Refreshments to your account]. Dress to Impress and put on your dancing shoes – live music is the go!
- Monday morning we are back at the Crossing Café for a fully cooked breakfast, with all the trimmings!

WEB UPDATES

Be sure to regularly check the dedicated CitIn'08 website [follow the link from www.citroenclassic.org.au] for the latest news on what's happening over the course of the event.

ACCOMMODATION

Like any attractive location at Easter, accommodation books out early. We have arranged with a number of conveniently located motels to hold rooms for CitIn participants. When you book your accommodation, be sure to advise that you are a CitIn participant.

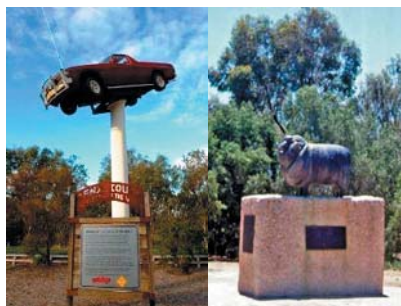
Camping sites are also available though these with the exception of unpowered sites book out early.

Don't forget that arranging accommodation is YOUR responsibility.

- Deni Country Club Motor Inn, 68-72 Crispe St., [03] 5881 5299. Holding rooms until end Jan., '08.
- Deni Motel [Budget], 286 Wick St., [03] 5881 1820. Will hold rooms until end Dec., '07.
- Riviana Motel, Cnr Crispe & Hetherington Sts., [03] 5881 2033. Will hold rooms until end Jan., '08.



DENILQUIN COUNCIL



DENILQUIN COUNCIL





- Coach House Hotel Motel, 99 End St., 0409 800 848 or [03] 5881 1011. Will hold rooms until end Jan., '08

The following caravan parks may have some limited availability of cabins and on-site vans.

- McLean Beach Caravan Park, I Butler St. [03] 5881 2448
- Pioneer Tourist Park, Hay Rd [Cobb Highway], [03] 5881 5066 or Freecall 1800 350 303

- Deniliquin Riverside Caravan Park, 20-24 Davidson St. [03] 5881 1284

GETTING THERE

Deniliquin is central to most capital cities

From Melbourne: 280km, 3hours
From Sydney: 740km, 8hours
From Brisbane: 1,450km, 16hours
From Canberra: 540km, 6hrs
From Adelaide: 700km, 8hours

CITROËN CLASSIC OWNERS CLUB
OF AUSTRALIA INC.

The Club's website is:
www.citroenclassic.org.au



Citroën's first SUV comes with off-road looks, seven-seat versatility and car-like handling to make it an enticing proposition.

There are 'rough' times ahead for Citroën. For the first time, the French manufacturer is launching an SUV, having watched rivals achieve great 4x4 success in recent years.

Cabin equipment is generous, too. Top-of-the-range models come with a seven-inch colour satellite navigation screen and a 30Gb hard drive.

On sale in July, the C•Crossover is pitched headlong into the ultra-

competitive compact soft-roader sector – but will it get a grip on sales success or slip out of contention?

Described as a 'crossover' rather than a serious mud-plug-



ger, the C•Crossover is a rival for the Honda CR-V and Hyundai's Santa Fe. The newcomer shares its platform – and much of its mechanicals – with the Mitsubishi Outlander and forthcoming 4007 from Peugeot.

In the metal, the similarities with its sister cars are clear to see.



The chunky wheelarches, slab sides and angular C-pillar are all virtually identical to the Outlander. Only the nose has received a through reworking in an effort to set the C•Crossover apart.

into the cabin, and it is clear that less time has been spent on trying to disguise the shared underpinnings. Other than a Citroën badge on the wheel, it is pretty much a carbon copy of the Mitsubishi.

The dashboard layout is dull but functional, although the driver does get a commanding view of the road.

Cabin equipment is generous, too. Top-of-the-range models come with a seven-inch colour satellite navigation screen and a 30Gb hard drive.

Practicality is another strong point. Unlike many of its class rivals, the C•Crossover features a seven-seat layout. However, space in the third row is tight, and it is only really suitable for children.

The Citroën features the trademark large double chevron grille and big wraparound headlights. An aluminium finish has been applied to the side sills and roof rails to complete the rugged, all-weather look.

Overall, it is arguably the best looking of the 4x4 trio. Climb



The relationship between the Outlander and the C•Crossover are never more clear than when looking at the dashboard.

C•CROSSER REVIEW

Why buy your Internet from someone who drives a Mercedes Benz?

Connect to the Internet with a wholly Australian owned and operated Internet Service Provider – with an owner who's just as nuts about cars as you!

DCSI provide local call dial-up Internet and fast ADSL broadband across Australia.

» great service
» great prices

Pioneer Dial-Up

\$9.⁹⁰ per month
includes:
200MB downloads
10cents per MB excess

256/64 Lite ADSL

\$32.⁹⁵ per month
includes:
500MB downloads
no excess charges

Discovery Dial-Up

\$19.⁹⁵ per month
includes:
1000MB downloads
5cents per MB excess

256/64 C10 ADSL

\$39.⁹⁵ per month
includes:
10GB downloads
no excess charges

Voyager Dial-Up

\$24.⁹⁵ per month
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31/06

With five occupants on board, the extra seats can be folded into the floor to leave a generous 510litre load area, which can be accessed through a split tailgate. The slight problem here is the somewhat fid-

front to four-wheel drive by using a dial on the centre console. However, if conditions get really slippery, then a Lock function provides even greater traction. Citroën also claims that the C•Crossover

has exactly the same suspension settings as both the Peugeot and Mitsubishi.

dly folding mechanism.

One thing that sets the Citroën apart from the Mitsubishi is its engine. The smooth new 2.2litre diesel unit is expected to be a firm favourite with compact SUV buyers, and it does not take you long behind the wheel to see why.

With 156bhp, the powerplant provides ample acceleration through a six-speed manual gearbox connected to a sophisticated electronically controlled drive train. You can easily shift from

With car-like responses, the steering is accurate, grip is high and the ride surprisingly forgiving. Only when you take corners at higher speeds does body roll become more pronounced. Otherwise, the C•Crossover proves itself an extremely competent performer on the road.

In the UK, only two trim levels will be offered – VTR+ and Exclusive. Both come generously equipped and will no doubt be subject to traditional Citroën

C•CROSSER REVIEW

Far right: One of those wonderful publicity shots for which Citroën is famous.

Right: I am not sure how this picture will look in the magazine, but I promise, in colour it looks to have been shot in a studio in Paris. Very disappointing and clearly shows no understanding of the target market..



dealer offers soon after hitting showrooms. List prices range from £22,790 to £25,490, with the strong 2.2litre diesel the sole engine option.

With seven-seat practicality, a

tion. Add in the punchy and refined diesel engine, and only a lack of ability in the rough stuff goes against the newcomer.

AT A GLANCE

Centre console features dial to switch from front-drive to four-wheel power. Lock function is only needed when

road conditions are slippery. Apart from the badge on the wheel, few parts are shared with other models in Citroën's range.

Prices: £22,790-£25,490

Engine: 2.2litre 4cylinder turbodiesel

Power: 120kW

0-100kph: 9.9seconds

torque powerplant and distinctive looks, it seems that the firm could be on to a winner with the C•CROSSER.

FIRST OPINION

It is Citroën's first SUV, but the C•CROSSER could teach some other firms a thing or two about building a 4x4. The combination of off-road looks, seven-seat versatility and car-like handling will make it an enticing proposi-

CITROËN C•CROSSER



Top speed: 200kph

Economy: 7.3l/100km

CO₂: 194g/km

Standard equipment:

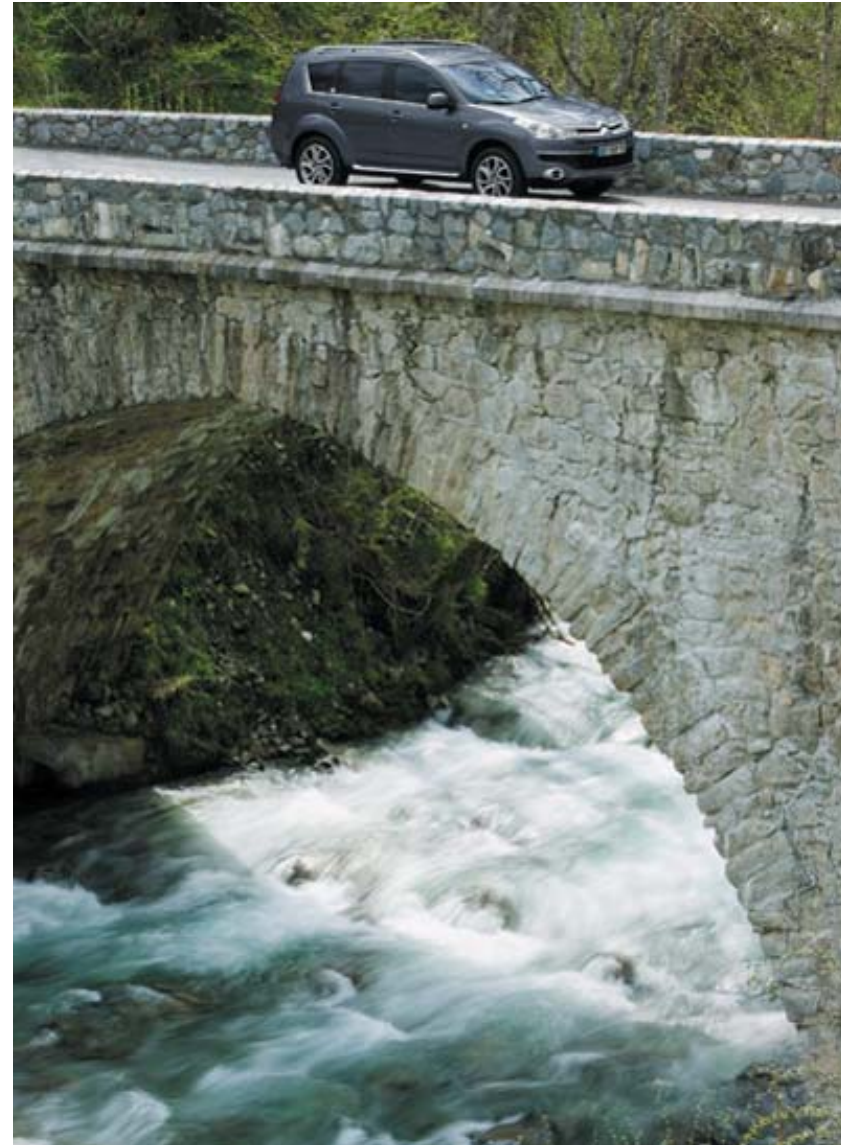
Selectable four-wheel-drive, six airbags, 30Gb audio system,

reversing camera,

seven seats, alloy wheels

On sale: July

This article, by James Disdale first appeared in AutoExpress, in June 2007. ✂



Citroën has teamed up with the world famous Espera Sbarro School to develop the remarkable Cruise Crosser all-terrain concept car. A vehicle to tackle the roughest possible

The Cruise Crosser invokes the spirit of the early 1900s when André Citroën, the Company's founder, captivated the world with a series of adventurous automotive expeditions across Africa and Asia, including the first motor crossing of the Sahara in 1922.

Despite its imposing looks, the Cruise Crosser also displays strong green credentials. To minimise its impact on the environment, a hybrid drivetrain combines a conventional diesel engine with an electric motor located under the rear floor to cut fuel consumption and CO2 emissions. And when the electric third axle is used alone, it is even possible to drive silently in 'Zero Emission Vehicle' mode.

With its intense orange bodywork, the Cruise Crosser is hard

road and weather conditions, the Cruise Crosser was unveiled on the Espera Sbarro stand at the 2007 Geneva Motor Show [6-18 March].

Based on Citroën's first SUV, the C•Crosser, that will also make its world debut at Geneva, prior to going on sale later this year, this new concept features three axles and six wheels to provide outstanding traction to tackle even the harshest of off road conditions.



The Cruise Crosser at its first showing – the Geneva Motor Show, March 2007

CRUISE CROSSER



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31/05

to miss, while the large red compasses located on either side of the vehicle reinforce the cars 'go anywhere' attitude. The vibrant exterior colour scheme is echoed throughout the interior, in the

tions, while step plates on either side of the car offer easy access to the rear compartment. The Cruise Crosser also features an advanced satellite navigation system and DVD player to make long journeys more enjoyable.

Citroën and the Espera Sbarro School have a

long history of working together designing and developing concept cars. Founded by Franco Sbarro in 1992, the Espera Sbarro School offers young car enthusiasts the chance to discover the automobile trade. Students learn about different aspects including design, bodywork and mechanics and are encouraged to be creative.

Well, that is what the publicity machine said, anyway.

contours of the leather seats in rows one and two, on the dash and on the door panels.

The spacious Cruise Crosser has enough room at the back to provide extra seating, with a removable third row, or to create a vast loading area to carry equipment. The tailgate design makes loading easier, sand boards are stored at the rear to help extricate the vehicle from any tricky situa-



CRUISE CROSSER

Right: The interior is well-trimmed, although the contrasting black and orange upholstery may not be to everyone's taste. [Source: AutoExpress] Far right: A Citroën publicity illustration of the Cruise Crosser, clearly showing the compass logo on the bonnet.

AutoExpress magazine has actually driven this machine. What did they have to say?

The Cruise Crosser is a sensible first attempt at a pick-up truck, and proves Citroën is serious about joining the market

At the flick of a switch, an electric motor drives the rearmost axle – and with six wheels, the car is unstoppable off-road.

When it comes to standing out on Britain's roads, a 4x4 just is not enough – these days, you need a 6x6!

Although there is a third row of wheels, this is nothing more complicated than a second suspension unit bolted on to an extended rear overhang.

To prove it, we have tried out Citroën's amazing six-wheel-drive Cruise Crosser, a machine firmly aimed at propelling the French manufacturer all the way to the top of the pick-up crop.

When it made its world debut at the Geneva Motor Show in March, the dramatic all-terrain concept car wowed the crowds with its innovative multi-wheeled design. Inspired by the growing market for leisure pick-ups – currently dominated by the Mitsubishi L200 and Nissan Navara – the newcomer has been designed to show how a Citroën truck of the future could look.

Beneath the eye-catching orange paintjob, the Cruise Crosser



is 90% standard C•Crossover – that is the company's new SUV, which is scheduled to arrive in show-rooms here in the summer. The remaining 10% starts where the roof ends!

bed floor, and the driver can engage it simply by pressing a button mounted on the dashboard. Doing so transforms the Cruise Crossover from four to six-wheel drive.

With power transmitted to all six wheels, you would expect the newcomer to be a heavy, lumbering machine. The

reality is that you do not notice any difference in manoeuvrability over a regular off-roader – and of course, that extra pair of wheels yields a phenomenal amount of grip from the rear, over loose surfaces. On the tarmac, the 2.2litre engine has plenty of urge, and when the model is operating as a hybrid, it has a very respectable total output of 186bhp.

Although there is a third row of wheels, this is nothing more complicated than a second suspension unit bolted on to an extended rear overhang. But rather than powering these additional wheels with the 2.2litre turbodiesel engine under the bonnet, Citroën has chosen to install a 20kW electric motor. Along with its batteries, this is positioned beneath the load

CRUISE CROSSER



However, passengers in the third row of seats really get to benefit from this car. Citroën bosses describe the forthcoming C•Crossover as a five-plus-two-seater, as the extra pair of fold-away chairs right at the back offers such limited space, it really is suitable only for children. However, in the Cruise Crossover, more people will be encouraged to use them as they are out in the open.

And thanks to the new machine's aerodynamics, you can happily sit in the sun without being blown about at speed. The downside is that the company's engineers have not yet come up with a reliable way of sealing the interior. So if you plan to head off-road, dust will become a regular feature inside as well as out.

Nevertheless, the twin instrument binnacles give the cockpit quite a sporty look. What's more, it is made from high-quality soft-touch plastic and feels well screwed together.

Meanwhile, the seats are trimmed in black leather, and with orange cloth inserts that are

Left: A picture from behind, showing clearly the unprotected nature of the seating in the third and final row. [Source: AutoExpress]
Right: More fanciful computer renderings of the Cruise Crossover in fantastic locations. Your editor wonders whether even with 6x6 the vehicle could traverse these locations.



unique to this car. The weave of the material is said to be inspired by a metal watch strap.

At the same time, the wire running around the edge of the chairs doubles as a useful grab

bed is also a great idea that would certainly appeal to customers increasingly turning to pick-ups as practical leisure vehicles.

AT A GLANCE

Cruise Crosser brings a smile to our man Foxall's face, and show car hints at future Citroën pick-up. Rear seats

cramped, but we love utilitarian cockpit.

Engine: 2.2-litre 4cyl turbodiesel, plus 20kW electric motor

Power [4x4/6x6]: 123kW/143kW

0-100kph: 10 seconds [est]

Top speed: 193ph [est]

Price: £20,000 [est]

Standard equipment: Hi-tech diesel hybrid powertrain, black leather seats with orange cloth, pick-up flatbed, extra row of open-air folding rear chairs, switchable six-wheel drive

This review by James Foxall first appeared in AutoExpress in May 2007.



CRUISE CROSSER

handle, and you can even hang items such as road atlases on it. It gives the Cruise Crosser a utilitarian feel – and suggests that it will not be long before the Japanese firms that dominate the pick-up market will face some stiff competition from Europe.

FIRST OPINION

The Cruise Crosser is a sensible first attempt at a pick-up truck, and proves Citroën is serious about joining the booming market at some point in the future. Considering the criticism large 4x4s come in for, it makes perfect sense to use diesel-electric hybrid power. Having folding seats in the load



There are those rear seats again – looking very exposed. Hmm... reminders of the Pluriel with roof removed. Source: AutoExpress]

When Dixy arrived on the scene, among the several items to be attended to, was a lot of groaning from the suspension. More than might be expected from carrying a heavy driver about and complaining about it.

The source of the noise was

from the spring pots, a characteristic problem of the 2CV. Rubber boots, fitted to prevent the ingress of water at each end of the spring assembly had perished, especially at the front, allowing water to be driven in. Dust and rust then cause the noise as the spring moves back and forth in the spring pot.

The cure for this is straightforward; Glycerine is introduced by means of a small tube, inserted past the spring rod at each end. The boot being first removed and slid out of the way along the rod. [Unless, of course it is rattling about loosely on the spring rod already, as mine was.] The recommended dose is 125millilitres. This is handy as the stuff comes in a 250ml bottle at the supermarket.

How the fluid is introduced is open to ingenuity, a syringe from a printer re-inking kit works quite well.

Once the spring pots have been dosed up, the boots can be replaced and secured with a sturdy cable tie, or strap metal clip for

the purists.

All this can be done with the car on the ground. When finished, the car can be rocked to exercise the springs a bit, and work the fluid along inside the pots. Some



DIXY SPRINGS

improvement can be noticed at once, but several days and some driving might be needed to get the full effect.

So far so good, but nothing is ever as simple as it looks initially. A new set of boots was ordered and their replacement undertaken.

To replace the perished boot, the suspension rod has to be released by removing the knife edge and unscrewing the suspension eye from the rod at the suspension arm end.

So the car has to be jacked up and supported on sturdy supports, making sure that it cannot fall. Better still; obtain the use of a post hoist. The ease of working at a sensible height makes the job so much more pleasant.

Pleasant? Working on cars? Yes, this is a hobby and is undertaken because we choose to, rather than out of necessity.

Back to business, the suspension rod has a flat, 9mm across, to allow a spanner to grip it. The eye is usually tight, so the spanner

slips and rounds off the flat and makes future work difficult. A special hexagonal block tool with a slot cut to fit the flat allows a better grip.

Once the tool had been made

placed, screwed up to the mark and refixed to the suspension arm.

The car had spent some time with the suspension hanging down with no weight on it, while it was on the hoist. Once the car was lowered to the ground and a feeling of

satisfaction of a job completed experienced, all seemed well till the next morning.

A large pool of oil had appeared beneath one of the rear shock absorbers. A seal had gone allowing all the oil to escape. On closer examination, after all the mud and oil was cleaned away, it was found that the shockers were not all the same brand anyway. They are supposed to be matched, one type for the front and another for the rear. Further to this, due to the interaction of the suspension, front to rear, any replacements needs to be to both the front and rear. To preserve

a balance, the other side should really be done as well.

So a new set of shockers was ordered, the original specification Lip brand, being sought. I removed the old units with some difficulty as the sleeves in the eyes at each end had seized, where they mount onto the pins on the chassis or the suspension arm. The rubber bonding between these sleeves and the eyes had given up as well. A pair of vicegrips had to be used, with a good dose of Penetrene, [Diesel fuel is equally effective], to free the sleeves and remove them. The pins were cleaned of rust and the new shockers fitted, making sure to get them up the right way, and the front ones to the front. The front units are a different length from the rear.

All done and a road test carried out, showed a marked improvement in the ride.

Previously the car had seemed to bound along with quite a marked pitching. Small bumps made a big disturbance and even a tendency to shy at potholes.

Now, with the new shockers fitted, the ride was much more even and the bumps less noticeable, with no deviation from the straight line on the potholes. Very much better indeed! One side effect is a more noticeable road noise as the texture of the surface varies, I suppose as a result of a tighter suspension.

It was well worth the effort of replacing the shockers, and with the correct type.

Michael Molesworth

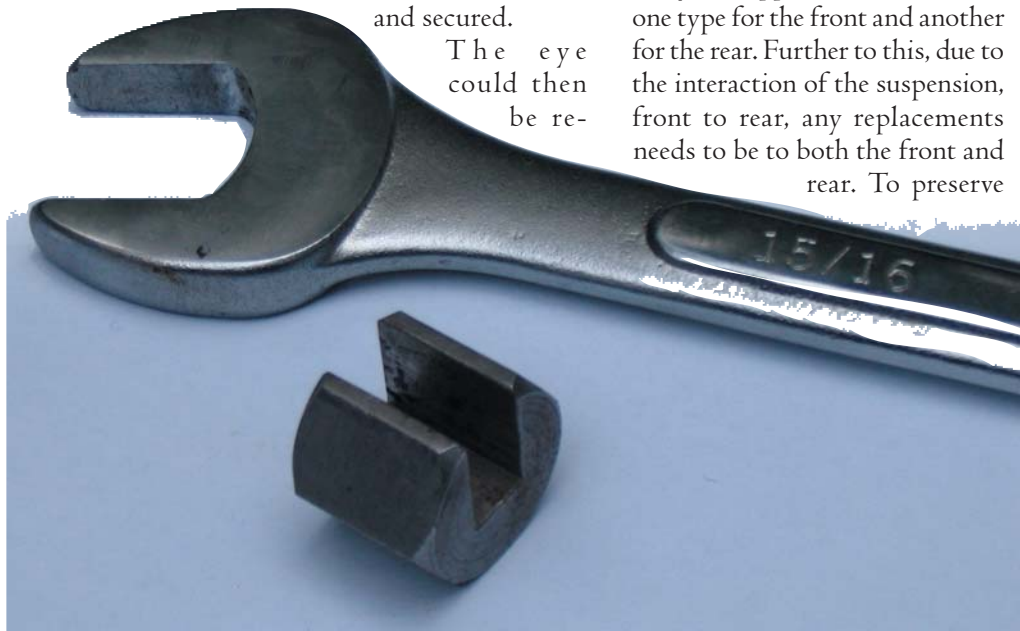


DIXY SPRINGS

from a bit of 24mm hex steel, the work could proceed, with the use of a 24mm spanner, or in my case, a 15/16 inch one, which was in stock.

Before any unscrewing was done, the position of the eye was noted and marked, so that the original height setting could be retained on assembly. Once the eye was off, the boot could be slipped over the shaft, worked onto its seat and secured.

The eye could then be re-



'RED PLATE' UPDATE

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I clearly have far too much time on my hands or I would not have found this amazing web site! It started out, I was looking for some images to put onto the outside of some DVDs I had

ing for suitable images to put on the DVD sleeves – you know the sort of thing, movie posters and the like – when a search got me distracted.

I was looking for a suitable image for a French movie, 'L'Aventure c'est l'aventure'. Made in 1972 and star-

ring Johnny Hallyday. Going through the listings on Google I got to the following link:

IMCDB.org: "L'aventure c'est l'aventure, 1972": cars, bikes ...L'aventure c'est l'aventure, Movie, 1972 IMDB. Pictures for this movie were provided by: ben68, Ralph. Display options:. Display as images, Display as list ... www.imcdb.org/movie_66798-L-aventure-c-est-l-aventure.html - 26k - and off I went!

There are fifteen pages of images of Citroën DSs to be found on this site, including the two scenes shown on the left from my selected movie.

Each vehicle is rated on a four star scale. Two white stars indicates an unknown vehicle rôle. One gold star means the car is merely a background vehicle. The left hand DS in the second picture is a one star car. Two star indicate the car is a minor action vehicle or one used in a short scene. Three stars [the DS in the first picture is a three star car] and the vehicle is actually used by a character or

IMCDB INTERNET MOVIE CARS DATABASE

in a car chase.

Four stars and the car is used a lot by the main character or has an important rôle itself. 'The Day of the Jackal' is a four star DS movie.

The ultimate is five stars and indicates the vehicle is an integral part of the movie. The only five star movie listed for the DS is of course 'The Goddess of 1967'.

The site only give two other five star Citroën rôles. The 2CV in the 1961 movie 'La tracassin ou les plaisirs de la ville' ['The Busybody'] and a 1934 C4 F taxi which featured in the 1952 movie 'Monsieur Taxi'.

There are loads of four star rôles for both Traction Avant and 2CV, including such well-known movies as 'To Catch a Thief', where the police drive a Normale and 'For Your Eyes Only', where Roger Moore steers the heroine to safety in a yellow 2CV.

Other four stars? Two of them for the Ami 6, five for both the BX and the GS/GSA, two for the C15 van and the SM and even one for the Berlingo.

It is difficult to select a favourite... but after much consideration it has to be the U55 Cirrus bus in 'Zazie dans le métro' from 1960.

Leigh F Miles



WEB WANDERS

recorded. It is a long story, but as my television is not connected to an aerial, anything I want to watch I need to persuade my father to tape for me.

Then, if it seems to be worth it, I put it onto DVD, remove the advertisements and lend the DVD to my father. Anyway, I was look-



Citroën will use the Frankfurt International Motor Show [11-23 September 2007] to reveal a possible successor to the Citroën DS Convertible, one of the French car maker's most

based around the Citroën C5, the successor modern-day to the legendary Citroën DS.

Launched in 1960, the Citroën DS Convertible was a technical tour de force and like its forbear, the Citroën C5 Airscape previews a wealth of technology that will be seen on future

sort-after models, with the unveiling of the Citroën C5 Airscape, a full size four seat convertible

Citroën models.

C5 Airscape features powerful, dynamic exterior styling and an interior of exclusive design, made for driving pleasure and the comfort of three passengers. The original mechanism of the folding roof underlines the overall sophistication of design.

Styled for maximum appeal, C5 Airscape also delivers maximum performance. New-generation Snow Motion traction control provides a level of traction close to that of a four-wheel drive. Other useful features are provided by the UrbanHybrid system. This unit prevents noise and vibration when the engine stops and boosts engine torque when needed. At the same time, it shows real respect for the environment.

POWER AND SOPHISTICATION

A car of elegant lines, C5 Airscape conveys an impression of strength and sophistication, with its cleanly drawn body lines and ribbing at the top. The powerful look of the body is brought out by the raw, intense grey of the

bodywork.

This colour, whose intensity varies according to the light, gives C5 Airscape an elegant and precious look, consolidating its status as an executive vehicle. The high waistline, ribbed panels, C6-style concave rear window and sleek, aerodynamic profile help to communicate the Citroën C5 Airscape's exclusive status, while the distinctive exterior design is further enhanced by the 19-inch alloys, large air-intakes, twin chrome tailpipes and long incisive headlamps.

Without question, one of the 4-seater C5 Airscape's defining characteristics is the automatically folding top. Complete with integrated sunroof and textile lining, this carbonfibre roof resembles a canvas one, a feature so suggestive of up-market cabriolets. It opens to reveal a sumptuous interior of dark-brown leather and chrome, reflecting the refined and sophisticated nature of the car.

LEISURE AND SOPHISTICATION

Fully upholstered in dark brown leather, the cabin of C5 Airscape conveys an appealing impression of sophistication.

The particularly well designed seats suggest luxury and precision. The central section of the seats brings to mind the links of a watch strap, while the decorative stitching on the edges of the seats reinforces the taut, well-muscled look of the whole.

To add the finishing touch to the executive design of the interior, the gear lever knob is set with leather and chrome. The chrome echoes the metal strip underlining the air conditioning controls and central console.

The clean, sculpted lines of the dashboard sit alongside the stylish design of the instrument



C⁵ AIRSCAPE



cluster and air vents, while Citroën's concept is also equipped with a new-style fixed centred controls steering wheel, incorporating touch-sensitive buttons enveloped in a thin membrane-

environmental protection, driving pleasure, acoustic comfort and vibration control.

DRIVEABILITY AND PERFORMANCE ALWAYS

Combining power and fuel economy, the 2.7litre V6 HDi engine develops 150kW EEC [208bhp DIN] at 4,000rpm for torque of 440Nm at 1,900rpm.

Right from the lowest speeds, it delivers smooth, gradual power with exceptional operating comfort. Driveability is further increased by a 6-speed automatic gearbox.

Taking the wheel of C5 Airscape is a total and continuous experience in driving pleasure. This is a car that brings leisure within easy reach.

like covering.

TECHNOLOGY SERVING THE ENVIRONMENT

Through its powerful engine, particulate filter and UrbanHybrid system, C5 Airscape illustrates Citroën's ability to reconcile vehicle performance with respect for the environment.

With its reversible alternator-starter and super-capacitors able to temporarily store large amounts of energy, the UrbanHybrid system delivers real benefits in terms of



BERNARD & CLARE HADAWAY – MEETING CO-ORDINATOR AND TREASURER

WHAT DO THEY SAY ABOUT RESISTING CHANGE?

Until recently we have only ever owned one Citroën – our 1948 Traction which we purchased over 50

years ago. During these years it has been in and out of operation with many family drivers as a first, second and even third car. It has suffered the usual crown wheel and pinion and second gear catastrophes, etc. which have been attended to with a few innovations that have so far overcome gearbox design shortcomings.

Apart from these events the

Traction has been a reliable second car with 250,000+ miles on the clock and is still performing pretty well 100% despite its many drivers!! However our first transport choice has always been reli-

able VWs including Golf diesels and Combies of which we have had a few – no problems.

So what did we do? We traded in our 12 year old Golf TDI in favour of a new lady's choice C4 diesel. A pretty, good looking car with lots of plastic, unreliable digitals, four discs but no rear drums, a glove box door that prefers to stay shut, fold down rear



C⁵ AIRSCAPE

FLEET FOLLIES

seats that prefer to stay unlatched, a bonnet lid that prefers to stay open, or alternatively prefers to stay shut, depending on the weather. Seat belts arranged to test one's physical well-being and lots

remains to be seen. Our first country trip produced about 4.5 litres per 100, so it will be close assuming our digital system has given us the right information and I am sure a tube of Superglue will probably look after the plastic but I don't think the C4 will live the 50 odd years that

the Traction has but we will be quite happy with 12. And another thing...

It has occurred to me whilst considering my Traction's past problems I always had difficulty in maintaining the longitudinal. concertina rubber seals on the rack and pinion steering box. Stones made short work of the seals and they did not keep the dirt and rain out for very long. Replacement was a big deal without a hoist because it involved the steering shaft, etc. An alternative was

found by encasing the steering box with a one-piece, four sided sheet metal cover. It was sprung over the steering box and retained in place by using the two existing clamping screws. [See photograph]

The ends of the case were left open to allow the steering rods to exit at either end. It apparently works OK for my encasement is at least 10 years old. All parts were well over greased inside and probably still are. I did intend to stuff some foam into the ends, but never did. The photo show the general idea, which is not difficult to install if one uses light gauge springy steel. I used galvanised sheet but I am sure other materials would be satisfactory.

Bernard & Clare Hadaway ✂
LEIGH MILES – EDITOR

It is with a degree of caution that I write that it has been a quiet time in the garage at Harrow St., for the last little while. I have bought

nothing, sold nothing [well, there is no news there] and nothing has broken down.

However, what is interesting is that a friend of mine in the UK [Shaun Lilley] has just bought a GS GZ. A what? Well, it is I suppose better known here as a GS Birotor. The source was Denmark and those of who attended the luncheon BBQ at Clare and Bernard Hadaway's at Cannons Creek will have met the previous owner – Gert Bue Larsen.

While I hope to persuade Shaun to put his fingers to the keyboard for us, there have been a few issues at home that appear to have kept him from the computer. However, in the meantime, I have included some pictures he sent.

Personally, I am not that keen on the dashboard. In real life, like the upholstery, it is golden orange.

Leigh F Miles



FLEET FOLLIES

of other technical 'innovations'.

A good fun car but it is a pity it has not adopted the Traction's wheel at each corner feature which would help with handling and parking, particularly in our garage. We like it with all its advanced features and Clare approves and moves it like a sports car!

I think we will keep it but whether it will see out the 12 years, which is our goal and achieve the 3.8litres per 100 that our VW Golf regularly achieved



Well, what a month since I returned home; I did not think so many members were waiting for bailey channel! We do finally hope to have some ID and DS

cies. The last transaction I did we got €0.5847 for \$1.00 which was not too bad considering where it had dropped to recently.

For once I had a win on the exchange rate while I was on holiday as a lot of the tour component was priced in US dollars, we were very high at the

time thus reducing the overall cost, I bought euros before I left from Travelex at €0.60 and when I returned home I sold the unused euros back at €0.707, that reduced our overall costs even further. For once in my life I travelled at the most opportune time possible. That was definitely a first for me as I always seem to get caught on exchange rates.

I am still hearing of more Traction coming out of hiding and one of Jack Hawke's old cars that was sold into the Riverland area of SA to Chris Weeks. Chris has recently joined the Club and assures me he will be taking the car to Deniliquin next Easter – good on you, Chris.

Well I have been too busy packing parcels to think of much more to say other than parts are flowing at a great rate and with the summer holidays coming to a close in Europe, deliveries will soon get back to normal, Don't forget those driveshafts I mentioned last month as I would like to send a few across in the near future.

Rob Little



SPARE NEWS

gasket stock very soon, thanks to Greg Fienberg, so if you are interested in any of these items get in early. As they have not yet landed, I do not have final prices, but I do expect them to be very competitive.

I have also received some odd DS rotors, caps and a set of late model Bosch points, a set of Bosch wiper blades to suit BX or SM series and a couple of early pull type brake switches for the early Traction. If any of these catch your fancy let me know ASAP.

We have lately seen some price fluctuations. The biggest price increase has been in gasket sets. A full engine set for 4-cylinder Traction has risen to \$198.25 and the Big 6 has jumped to \$344.70! So keep this in mind when reading the Parts List whether in the book form sent to you or on the club website. We do try to contain costs but sometimes it is beyond anybody's control. While the headline price of our dollar against the US dollar shows our currency going up, it is not doing so well against other more robust curren-

FOR SALE

TRACTION ROADSTER REPLICA

This ex-Vietnam car is cream with black radiator grille and brown seating. Black soft top. There are six newly powder-coated rims and five new Michelin X 165 R400 875 radial tyres. The original rims and cross ply tyres have been scrapped! Work and parts done to car since purchase in 1999 include new shock absorbers, refurbished water pump, radiator and brake master cylinder, new flexible brake hoses and other items. The car was last seen at the 1999 Concours, but has not run since. It is in need of further work to make it roadworthy. Body number: IIBL566879, engine number: AF 134854MPV78. \$30,000. Phone Max Lewis 04 0114 8866 or [03] 9372 0021 [H] or mlewis@australwright.com.au [31/04]

1989 CITROËN BX 122

Aprox. 110,000km, red in colour. New Cam belt/water pump, head recondition, clutch replacement. All service up to date & in very good condition. Good Air conditioning and heater. Reg. Number OMB 651. Offered with current RWC. Price \$3,800. Contact Citro Motors [03] 9419 4537 [31/04]

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-0IFG6843, engine: DX5 0683013655. \$5,000. Contact Brad Lanyon [08] 8355 9529 or 04 0278 6462, Adelaide.beeandcee@chariot.net.au [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]

DRIVESHAFT CONVERSIONS

Change over, reconditioned driveshafts upgraded with modern CV joints. Off the shelf availability for; D-Series, Big 6, Light 15 and Big 15. Price on application. Citro Motors [03] 9419 4537 [30/07]

WANTED

TRACTION PARTS

Set of 185 x 400 wheels for 1951 big 6. Set of 185 x 400 wheels for 1954 big 6. Please contact Bob Shackley on [02] 6251 6134 [H] or email to kyzyl@bigpond.com [31/03]



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