

FRONT DRIVE



AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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

SUMMER '08 Vol 31 No 6

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 2006 calendar of Traction Avant Nederland and depicts La Délivrande.

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:
Ted Cross, Rob Little, Graeme McDonald, Michael Molesworth and Derek Moore.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, January 11, 2008

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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

OK, so the word is out – if you have read Ted Cross's column you will see that he 'outed' me as having bought another car. Actually, since the last edition of 'Front Drive', I have bought three more cars. What

are they? Read 'Fleet Follies' to discover my latest follies.

I have not been the only member of the Committee confessing to purchases. Michael Molesworth has also added to his fleet and that is also covered in 'Fleet Follies'.

Ted Cross also confesses his sins in his 'Fleet Follies', as well.

Graeme McDonald has written a fascinating piece about the Citroëns in his life. I think he must take the cake for the longest

association with the marque of anyone I know – some 60years. If you wish to challenge him – feel free. It will make an interesting article, I am sure. In the meantime, enjoy his experiences of owning a Light 15 at the age of 19!

The second half of Peter James tale of buying his Concours-winning 2CV van is also here.

Have you booked for CitIn'08? Bookings are running well ahead of previous years. We have taken almost 30% more bookings at the end of November than CCCV had at the same time last year. Remember, numbers are limited. If you are thinking of coming get your booking form to us as fast as you can.

Enjoy,
Leigh F Miles – Editor



With Christmas fast approaching, it is worth reflecting on the past year of CCOCA events. Overall, I feel we have provided a full calendar of events despite having an incomplete committee.

However, there is more coming up before the end of the year, and of course our January picnic by the Yarra to kick off the New Year.

Significant efforts have gone into the key events of the 2007: Concours and next year's CitIn at Deniliquin. We have also improved the monthly meetings as the year has unfolded.

Your CitIn committee led by Andrea and Ian is up to date with planning, and I understand that forward bookings are encouraging. I believe we are well over half full by the end of November which is a great achievement. We will need CCOCA helpers at the event.

We are looking forward to a visit from Stephen Le Roux, the Chairman of Citroën Car Club of South Africa and Melbourne members can expect an invitation at short notice in early January to join Helen and myself to meet him.

We are attending the Shannon's Christmas party this year for the first time, and there will be Christmas drinks at the Crosses on December 19, in lieu of the 'regular' monthly meeting. See the

A-Traction for full details.

Now that all of these activities are over for the year, it is time to get back to preparing our 2CV for Raid, next August. We have paid our money but the car is a bit of a mess at the moment. This event

has captured the imagination of many 2CVers from Australia and overseas and there is a big waiting list.

Has anyone seen the photos of the new C5 yet? [Ted, there were pictures in the last edition of 'Front Drive'. Why do I bother? Ed.] Finally a new Citroën that appears to have wide appeal for the fashion-minded new buyers. Even I may be tempted to buy one of these in the future, depending on what they look like in real life.

Finally a bit of gossip for you all. Leigh Miles, your trusted Editor has been lured into buying a new car to add to his Citroën fleet. I can only guess at the total number of treasures he has now acquired, but all of them have a special place in the Citroën story, so maybe he is planning for a future local Citroën museum. On a positive note, it means Helen forgives me for my modest collection, as Leigh's efforts set the benchmark for the rest of us.

Thanks Leigh – we all salute you.
Ted Cross



PREZ SEZ

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

● JANUARY THE RACV GREAT AUSTRALIAN RALLY



WHEN: Sunday, 20 Jan
TIME: 9:00am
FROM: Start points listed below
TO: Mornington Racecourse
COST: \$30 per vehicle
BRING: Sunscreen, chair, lunch
BOOKING: Essential by 16 Jan
CONTACT: Colin Brown
[03] 9739 4829 or
colin.brown@hotmail.net.au

This event has grown to become Victoria's largest veteran, vintage and classic car rally with travel from Melbourne to the Mornington Peninsula by the RACV, the rally is designed to promote the pleasures of classical motoring providing



much needed funds to the Peter McCallum Cancer Centre. The 2008 RACV Great Australian Rally is organised and conducted by the All British Classics



Car Club Inc. All vehicles entered must be 25 years and older.

There are four start locations this year:

- Melbourne
- Brandon Park Shopping Centre, Mulgrave
- Civic Centre, City of Casey
- Western Port Marina, Hastings

All entrants will enjoy a sausage sizzle at their nominated starting point.

Download your entry form at www.abcc.com.au

MONTHLY MEETING - YARRA BANK BBQ

WHEN: Wednesday, 23 January

TIME: From 6:30pm

WHERE: Kevin Bartlett Reserve, Burnley.
Melway 59, B1

COST: Free

BRING: The doing for a BBQ and insect repellent

BOOKING: Not required

CONTACT: Ted and Helen Cross, [03] 9819 2208
secretary@citreoenclassic.org.au

Start the Club year with a BBQ near the banks of the Yarra, at the Kevin Bartlett Reserve. There are BBQ facilities on site, but you will need to bring everything else. There is plenty of parking, but we suggest you bring extra chairs and a picnic table with you.

AUSTRALIA DAY HISTORIC CAR DISPLAY

WHEN:

Saturday,

26 January

TIME:

Participants:

10:00,

Spectators: 12:00pm

WHERE: Participants

Northland Shopping Centre

Spectators

Kings Domain Gardens,

Linlithgow Ave., Melbourne.

Melway 2F J10

COST: Free

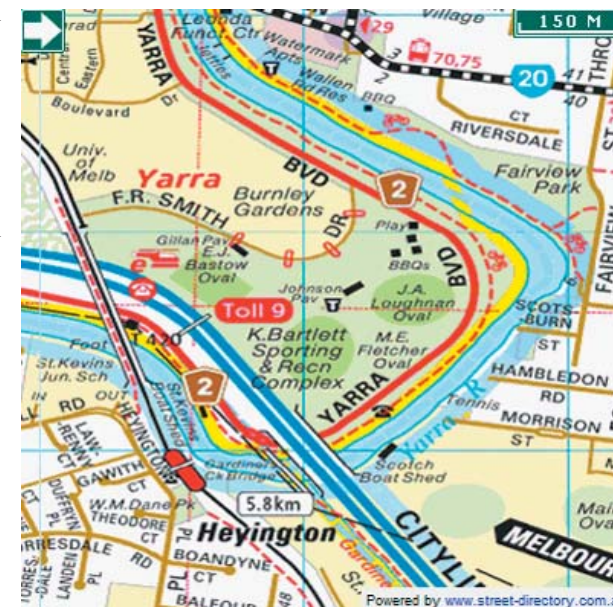
BOOKING: Spectators:

Not required

CONTACT: Leigh Miles,

[03] 9888 7506,

editor@citreoenclassic.org.au



This event is a real favourite with many CCOCA members. The Kings Domain Gardens will once again feature the famous Historic Vehicle display, with over 500 veteran, vintage and classic vehicles

or www.mradmc.com.au

For all veteran, vintage and classic cars and motorcycles, customs, commercials and pedal power cars [not your average car]! Last February the Picnic attracted more than 2,500 entries [display cars] and the organisers are confident the 2008 event will be both bigger and better.

Free activities and displays for the whole family. Raffle with great prizes. Souvenir T-shirts and badges for sale. Restaurant, food stalls and picnic facilities.

What are you waiting for?

MONTHLY MEETING

WHEN: Wednesday, 27 February
TIME: 8:00pm

WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury

COST: Free
BOOKING: Not required

FEBRUARY

PICNIC AT HANGING ROCK

WHEN: Sunday, 10 Feb
TIME: From 8:00am

WHERE: Hanging Rock Reserve
COST: \$20 per vehicle

BRING: Sunscreen, chair, lunch
BOOKING: Not required

MORE INFO: Graham Williams
graham.williams00@gmail.com



CLASSIC
SHOWCASE

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

Come and hear about the Scottish built tug 'Lyttelton II', from its arrival in New Zealand in 1938 and its working life in the harbour after which it was named. Sold into preservation to a Sydney-based group, it managed to steam it into Sydney Harbour, with an hour's coal remaining!

The tug came to Melbourne, but there were insufficient funds to restore and operate her. She was sadly scrapped in January 2007.

The contents of her engine room have been saved and the objective is to ultimately recreate the tug's engine room, including her two main engines.

Come along and hear more about this unusual engineering heritage project at the Melbourne Steam Traction Engine Club's home at Scoresby.

MARCH

RACV CLASSIC SHOWCASE

WHEN: Sunday, 2 March

TIME: From 8:30am [display]
From 10:00am [spectators]

WHERE: Flemington
Racecourse Nursery
Carpark

COST: Display \$10.00
Spectators \$10.00pp

BOOKING: Essential [see below]
CONTACT: Mark McKibbin

activities@citroenclassic.org.au

This event used to be known as 'British & European Day' and remains open to cars manufactured in Britain and Europe. The featured marques in 2008 are Riley and Aston Martin and the event will include the Mercedes Benz Concours.

CCOCA would love to have a superb collection on show this year – so book you attendance as a display car with Mark McKibbin. Entrance on the day is via Epsom Rd [Melway 28, H12]

NATIONAL STEAMFEST

WHEN: Saturday 8 to
Monday, 10 March

TIME: From 10:00am each day

WHERE: National Steam Centre, 1200 Ferntree Gully Rd., Scoresby. Melway 72, D9

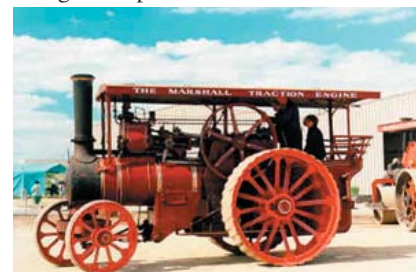
COST: Adults \$10,
children \$5, family \$20

BOOKING: Not required

BRING: Lunch, rug,
chairs, sunscreen

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

Steam rollers, steam traction engines, portable steam engines, stationary steam engines... working examples from the 1890s and



beyond. Blacksmith's shop, with working steam hammer. This is one of the finest collections of steam and diesel machinery in the country and on the Labour Day long weekend if it runs, it'll

A-TRACTIONS

be running this weekend. The kids [big and small] amongst us will enjoy a ride on the 12" miniature railway too.

CITIN'08-DENILQUIN



WHEN: Friday 21 to Monday 24 March
TIME: From 3:00pm
WHERE: Register at Crossing Café,

COST: Until 31 Dec
Adults \$175, Children \$135
From 1 Jan, 2008
Adults \$185, children \$145

BOOKING: Bookings close
31 January, 2008 or
when numbers reach 180

CONTACT:

Leigh F Miles
[03] 9888 7506

Full details can be found elsewhere in this edition of

'Front Drive', but at the end of November [when I was writing this] we have already over HALF FILLED our capacity to take bookings.

Clearly, everyone who is anyone in the Citroën world is 'Doing it in Deni'. Are you?

MONTHLY MEETING – CANCELLED! AGM – DEFERRED!

The March Monthly Meeting is due to be held on Wednesday, March 26. In other years the March Meeting has also been the Club's AGM. However, due to the proximity of this date to our hosting of CitIn'08, the Committee has decided not to host a meeting in March.

The AGM will, as a result, be deferred to the April Meeting – Wednesday, April 23.

The Club's constitution states: PART 4 – ANNUAL GENERAL MEETING.

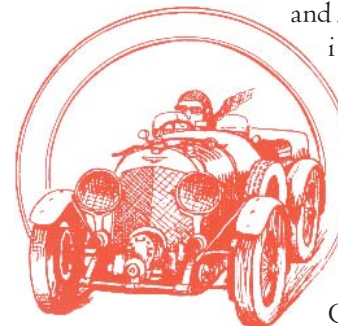
12. The Annual General Meeting of the Club shall be held within 91 days of the last day of the financial year of the Club. The day and time for the holding of the Annual General Meeting shall be determined by the Executive committee.

KALORAMA VINTAGE & CLASSIC DISPLAY & MOTORKHANA

WHEN: Sunday, 30 March
TIME: 9:00am

FROM: Manhattan Hotel,
Canterbury Rd., Ringwood
TO: Kalorama Recreation Reserve
COST: Entrants \$10 per vehicle
Spectators \$5.00 per adult
BRING: Sunscreen, chair, lunch
BOOKING:
Bookings close 10 Mar
CONTACT: Bill Eldridge
[03] 9798 1995

This event is hosted by the VDC and 2008 sees its 52nd running.



A 11 proceeds assist the Kalorama Country Fire Brigade in providing services to the community.

Participants assemble at the Manhattan Hotel at 9:00am for the 'Mystery Scenic' route to Kalorama.

Competition events at the Kalorama Reserve commence after lunch at 12:30 sharp. All cars over 50 years can enter. That obviously includes all Traction Arriere and Traction Avant models and early D-Series and A-Series cars. We would really love to have a great turn out of Citroën this year. Remember



as well, even non-competitor cars can win Popular Choice Awards and Prizes.

The CFA kiosk will provide lunch, ice creams and refreshments. For Victorian members of CCOCA an entry form is included with this magazine, or contact Bill Eldridge for additional forms.

APRIL ANNUAL GENERAL MEETING & MONTHLY MEETING

WHEN: Wednesday, 23 April
TIME: 8:00pm

WHERE: Canterbury Sports Ground Pavilion, cnr Chatham & Guildford Rds., Canterbury

COST: Free

BOOKING: Not required

CONTACT: Ted Cross,
[03] 9819 2208,
secretary@citroenclassic.org.au

Yes, it is that time of the year again – the Annual General Meeting is rolling around again. Normally this is held in March, but due to our hosting of CitIn'08 it has been deferred to Wednesday, 23 April.

Every year the Committee exhorts you come along to this important event, and every year we manage to have sufficient members attend to assure us a quorum. Remember, if we do not get a quorum, we simply have to go through the whole thing again. So, please make the effort to come along.





Monster Raffle! Yes, that's the latest news from the CitIn'08 Team.

They have been hard at work finding great prizes. The result is CCOCA will be holding probably the biggest CitIn Raffle ever. The prize pool already has a retail value of over \$1,300 and 20 prizes.

The way the Team are going, I am guessing there is no stopping them and by March 2008 the prize could well be even bigger!

Tickets will be \$2.00 each for 3 for \$5. That sounds like a

bargain to me.

We will keep you posted on prize pool updates.

WEB UPDATE

Have you visited the dedicated site for CitIn'08? This is where you will find all the latest news on CitIn'08 – what's doing, what's happening. Find it at:

www.cit-in.org

LOCAL PUBLICITY

Publicity for the event has already appeared in the 'Denilquin Pastoral Times' – the local paper, so the people in Denilquin and the surrounding area already know we are coming to town. The



Denilquin Pastoral Times is published each Tuesday and Friday, and keeps the 8,500 residents of Denilquin and the surrounding townships well informed about the many events in the district. The Denilquin Pastoral Times is the unchallenged print medium in this major agricultural centre with an emphasis on community issues and ensuring all sections of the community are catered for. Readership is strong with a high household penetration rate.

CLASSIC CITROËNS ROLLING INTO TOWN. AUGUST 17, 2007

The Citroën Classic Owners Club of Australia will host the National Citroën event in Denilquin next year.

The club approached Denilquin Council last year, expressing an interest in holding the meeting in Denilquin over the Easter period. The event is expected to attract 180 Citroën Classic Car Club members to Denilquin, as well as at least 100 classic and mod-

ern Citroëns.

Club members are expected to begin rolling into Denilquin on Good Friday and remain until Easter Monday.

Denilquin Council Economic Development Officer Michael Conallin said as part of their program, the club will display their vehicles in Civic Place to complement other activities held in town during the holiday period.

Mr Conallin said other than the immediate flow-on effects to the economy, winning the opportunity to host the club will have a positive impact on Denilquin.

'Having the Citroën Classic Owners Club members in Denilquin during Easter 2008 will provide an additional boost to tourism and the local economy.

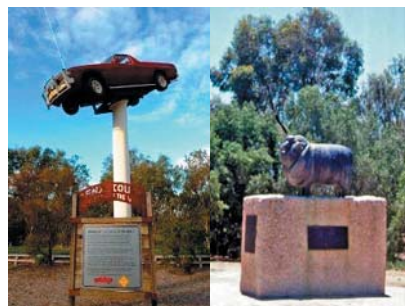
'At the same time it will provide an excellent opportunity for the visitors to enjoy what Denilquin has to offer.

'The club has given an undertaking to promote Denilquin nationally, at every opportunity, through state clubs and their members,' he said.

Cr Kathy Simpson said the club



DENILQUIN COUNCIL



DENILQUIN COUNCIL





had approached Deniliquin Chamber of Commerce with a idea to spread the Deniliquin message.

She said the club had asked to use the 'Do It In Deni' slogan to promote the local event.

Deniliquin Council will also support the club, providing sponsorship and costs associated with closing Civic Place.

With this support, we are assured of a big country welcome next Easter. The City Council sees our visit as a major contribution to the local economy and they are right behind CitIn'08.

So, the town is already well aware of our arrival and we are certain of a huge local welcome.

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

We believe that the location for CitIn is vital, and Deniliquin 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!

Deniliquin 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.

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 have now been open for four months and are going well. Remember however that the discounted rate of \$175 per adult and \$145 per child finishes at the end of December. After that, it will cost you an additional \$10 per person. So, get your registration to us ASAP! Remember too, spaces are limited: we cannot accept more than 180 participants.

Applications received prior to 31 December 2007:

\$175 [adult], \$145 [Child]

1 January 2008 - 31 January 2008 [Deadline]:

\$185 [adult], \$155 [child]

Bookings must close on January 31 2008.



A new arrival from France, the Panhard Dyna has many unusual features, gives creditable performance, says Bryan Hanrahan

You might call the Panhard

compression ratio, weight – and, of course, they can tell you the PRICE!

You can have a drive in a Dyna.

But a road test? To date, no motoring writer has succeeded in getting that out of Jouberts.

None of us could get a satisfactory answer why we should not, either. Mumbles about 'none run-in', 'short supply', and 'soon, perhaps'.

What a way to launch a new car on our market! Particularly since it is priced at £1,349, tax paid.

So I had to look around for a cooperative owner of one of the half dozen or so sold at the time. This, of course, is where the private buyer would miss out – he would not have the equipment or time, even if he could get co-operation.

Having found my man and his car, which had 1,200 miles up, I got talking. He told me he liked the Dyna very much, but was annoyed to find friends sneering at him for spending his money on something that no one here knew much about -- a reaction the agents will be wise to note.

He would point out that the car's overseas competition record was good enough for him. The friends would point out that he did not even know whether his Dyna was the same model as those raced overseas.

Anyway, I will tell you all I could find out after a 110-mile road test.

ATTRACTIVE, ROOMY

The car looks right. It is very big considering the 850cc engine

capacity – but it is also very light, because a lot of aluminium is used in its construction.

I would class it as an occasional five-seater, or even a six-squeezer if children are counted in.

Both seats are bench-type. The unusually long body for its class allows plenty of legroom.

Front-wheel drive allows a flat floor. In fact the only ungenerous dimension inside is the width. The seat squabs are an effective 46 inches wide.

If it were not for this narrowness, you would put the car in the Holden class for carrying capacity. Quite a consideration.

The boot matches the interior in roominess. The spare is carried separately, and there is 14

A DAY WITH DYNA

Dyna France's VW -- but it is impossible in Australia fully to evaluate the car, because technical data about it is woefully sparse.

Therefore, I have approached this test from the viewpoint of just anyone who has heard about the Dyna and is interested in buying one.

So far as the agents, Jouberts of Melbourne, are concerned you can have two pamphlets on the car. They are full of bold claims but with very little-detail to back them up. You can also get the answers to a few questions like



Boot is generous for this type of car, offers 14cu. ft. of unimpeded space. Spare, under shell, can be got at without disturbing the luggage.

cubic feet of usable luggage space above it.

The interior is almost entirely done out in plastics – seat covering, trim, dashboard, door handles and even the window-winds.

in a binnacle on top of the steering column. Pedals are well placed and light in action.

Gearshift is on the column, and there is no Gallic eccentricity about the gear positions – straight-out Morris Oxford.

As a column change, it is not half bad. Lever

movement is a bit long, but the synchro [top three] is fast.

To set things off, you get a double set of ashtrays, door-pulls, courtesy lights working off the front doors, ignition advance-and-retard control, separate all-night parking lights, flashing indicators, a reedy horn – and a really energetic heater and demister.

Finish, generally, is good. First-class paintwork, and all bright parts are alloy – non-rusting.

Window area is generous, visibility good all round.

SPEAKING MECHANICALLY...

Body construction follows the VW pattern, with a platform floor as the main structural member. Very light and strong. Test weight, with two up and equipment, was only 19½cwt.

Suspension at front is by swinging half-shafts with double universals and transverse leaf spring, located by trailing arms. The set-up at the back might be called semi-independent. A V-shaped solid axle trails from a suspension point at the angle of the V to the wheels. Coil springs suspend the wheels, which again located by trailing arms.

In action, each back wheel is allowed a limited amount of independent travel by flexing of the axle.

The engine is a flat two-cylinder horizontally opposed unit, air-cooled by a centrifugal fan.

Interesting features are the hydraulic tappets and roller-bearing big ends.

Power output is 42bhp at 5,300rpm, on a compression ratio of 7.5 to 1. The engine is well over-square at 85mm bore by 75mm stroke. The VW pattern over again.

Rev range may seem pretty high but over-square design should keep piston speeds at a reasonable level.

Also, remember those wear-saving needle-rollers.

I have my doubts about the hydraulic tappets. I have never driven a car with them that did not give trouble.

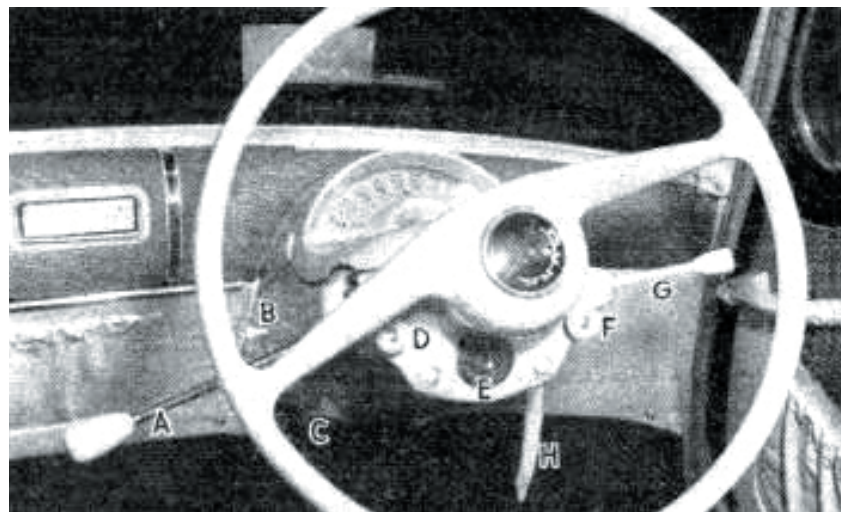
A DAY WITH DYNA

Very neat on the seat, but the fittings are made of that typically French white-coloured stuff which goes a dirty yellow and scratches badly. In addition, the fittings tend to rattle.

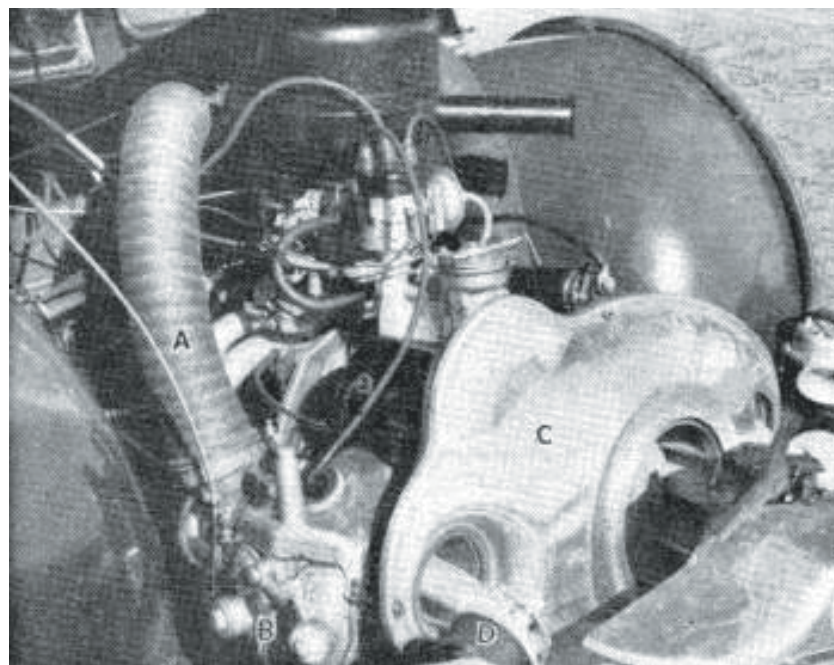
Controls, Equipment

From the driver's point of view, things are well contrived – except for the steering wheel, which is so high-set that it almost frames your face.

Instruments – speedo and total mileage recorder, fuel gauge and ammeter – are neatly housed



Controls: A, gearshift; B, windscreen washers; C, choke; D, ignition advance-and-retard; E, key-starter; F, heater; G, direction flashers and horn; H, handbrake.



Engine is an air-cooled twin of 850 c.c. Marked in photo are: A, heater tube; B, hydraulic line to tappets; C, fan casing; D, engine mounting.

Theoretically, they are quiet and self-adjusting. It is a theory that I would need some practice on before accepting the claim. NOW FOR THE TEST...

On the road, I found the Dyna

Dynas overseas use hotted-up engines.

My test car turned in 76mph for top lick, did 0-50mph in 15.3seconds, and used fuel at the rate of a gallon to every 38miles.

A bit better than a VW, as you would expect with six more bhp under the

lid. However, the Dyna does not have the same zip low down in the indirect gears.

The road holding and ride are good and smooth. Cornering is queer. The Dyna stays flat and the front-wheel drive claws you round, but the longish wheelbase

could not meet the factory claims of 80mph and 48mpg. Perhaps with another couple of thousand miles on the clock, it would have come closer to them.

General performance was respectable – but I feel certain now that those competition-winning

A DAY WITH DYNA

A very fine late 1950s Panhard DynaZ, with its 'Cyclops' headlight.



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31/05

[8ft 10¼in] gives the car a seeming awkwardness.

Pitching develops on rough stuff.

In addition, there is not the same feeling of compact manoeu-

very quiet – one up on the VW there.

And, when you add it all up, those 850cc do a terrific job.

Perhaps the nicest things about the car are the steering and brakes.

The wheel is quick and light, except at low speeds. The brake

vrability that the VW has.

Nevertheless, I must say the Dyna did not fluster at any of the treatment handed out to it. The motor and cooling fan are

lining area is very generous for the car's weight. There was no suggestion of fade at any time during the test.

SUMMING-UP

A DAY WITH DYNA



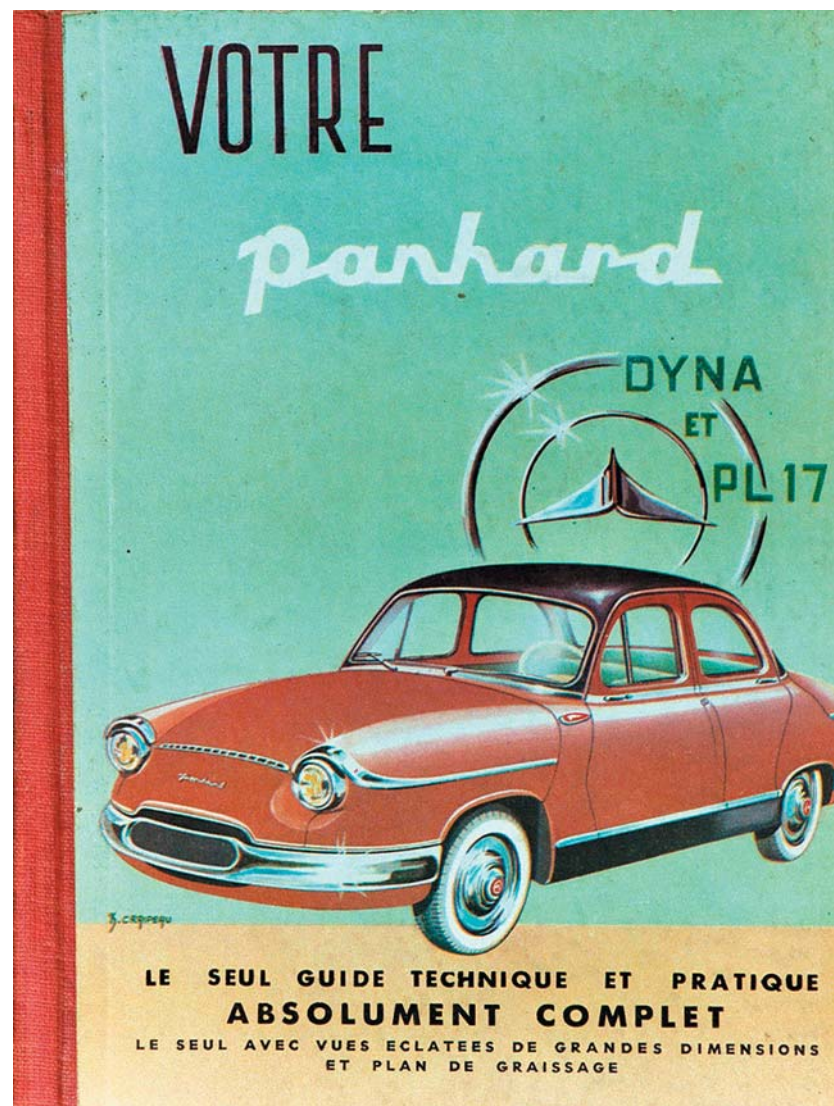
The comparisons I have made with the VW are not so much direct, except in individual characteristics, as comparisons between the two vehicles as 'people's cars'.

Important points, of course, are simplicity and durability. I think the VW would rate higher

on this score;

On the other hand the Dyna is a much bigger and more convenient car [four doors and big luggage boot].

Then again, the front-wheel drive and hydraulic tappets could be a worry in Australia – both



Opposite page: By the early 1960s, a new nose and tail had been grafted onto the Dyna Z, to create the Dyna I7. Gone was the 'Cyclops' light and the brightwork on top of the front wings; replaced by elongated eyebrows.

This page: The cover of a Dyna workshop manual.

require specialist attention and cheap parts from a nation-wide service set-up.

When you reckon the price of the Dyna – £1,349 with tax – it becomes an expensive proposi-

succeed here with the best car in the world if it is on a shoe-string promotion.

That is all I can tell you because it is all I know. The Dyna is an interesting piece of machinery, and one day perhaps we will get the opportunity to do it full justice.

MAIN SPECIFICATIONS

- Engine: 2-cylinder, horizontally-opposed, air-cooled; ohv with hydraulic self-adjusting tappets; bore 85mm, stroke 75mm, capacity 851cc, compression ratio 7.5 to 1; maximum bhp 42 at 5,300 rpm; single Solex down-draught carburettor, mechanical

fuel pump; 12v ignition.

- Transmission: Single dry-plate clutch; 4-speed gearbox synchromeshed on top three; overall ratios – 1st 16.5, 2nd 9.3, 3rd 6.1, top 4.7 to 1; reverse 18 to 1; front-wheel drive.

- Suspension: Front independent, by transverse leaf spring and swinging half-shafts with double universals; V-shaped, centrally pivoted solid rear axle on trailing links, with coil springs; telescopic hydraulic shock absorbers all round.

- Steering: Rack-and-pinion; 3½ turns lock-to-lock, 32ft 9in turning circle.

- Wheels: Pressed-alloy discs with 145 by 380mm Michelin X tyres.

- Brakes: Hydraulic, 2 l.s. front; 178 sq in lining area.

- Construction: Unitary.

- Dimensions: Wheelbase 8ft 10in; track, front and rear, 4ft 3in; length 15ft; width 5ft 5in; height 4ft 9½ in; ground clearance 6½ in.

- Weight [as tested]: 19½ cwt.

- Fuel Tank: 9 gallons.

PERFORMANCE ON TEST

- Conditions: Fine, cool, no wind; dry bitumen; two occupants, premium fuel.

- Best Speed: 76.5mph

- Flying quarter-mile: 75mph

- Standing quarter-mile: 22.8s.

- Maximum in indirect gears: 1st, 18mph; 2nd, 43; 3rd, 54.

- Acceleration through gears:

0-30: 6.3s

0-40: 10.0s

0-50: 15.3s

0-60: 21.0s

0-70: 31.6s

- Acceleration in top [with third in brackets]:

10-30: 15.1s. [7.0]

20-40: 15.0s. [7.2]

30-50: 14.2s. [7.9]

40-60: 16.1s

50-70: 21.7s.

- Acceleration in second:

10-30: 5.1s

20-40: 6.0s

- Braking: 32ft 3in to stop from 30mph

- Fuel consumption: 52mpg at constant 30mph 39 at 60; 39 overall or 110-mile test.

- Speedometer: Accurate at 30mph, 2mph fast at 50.

- Price: £1,349 including tax

This article originally appeared in 'Modern Motor', July 1959

Opposite:
The tail
lights on the
editor's 1959
Panhard
Dyna Z are
clearly different
from those on the
PL 17 shown
below.

A DAY WITH DYNA

tion.

And there will not be any big parts or service organisation until it is seen how the car will sell here.

That is doing things the wrong way round on the hardened market. I hope the French factory will realise that you cannot



Leigh Miles suggested that I tell about the four cars in the photo. The car on the left was my Light 15, bought new in 1949 next is Big 6 bought new in 1950 then a Rosalie new in

where Ballarat Toyota is now. In 1951 the Rosalie was traded in on a French-built Traction and the other was given to a relation in Melbourne.

Some time ago Andrea Fisher asked for someone to write telling how they became interested in Citroëns and as

I was brought home from hospital in 1928 in one, I suppose that is a good enough reason. So that is why I started on this.

The first car I can remember

was a 1928 Tourer. I believe my Father had one a couple of years before. In 1934 we upgraded to a Rosalie model with the registration number 74892. It proved to be a good family car. It had a free wheeling device fitted, and while I do not recall it giving much trouble on looking at the instruction book the gearbox page appears well thumbed.

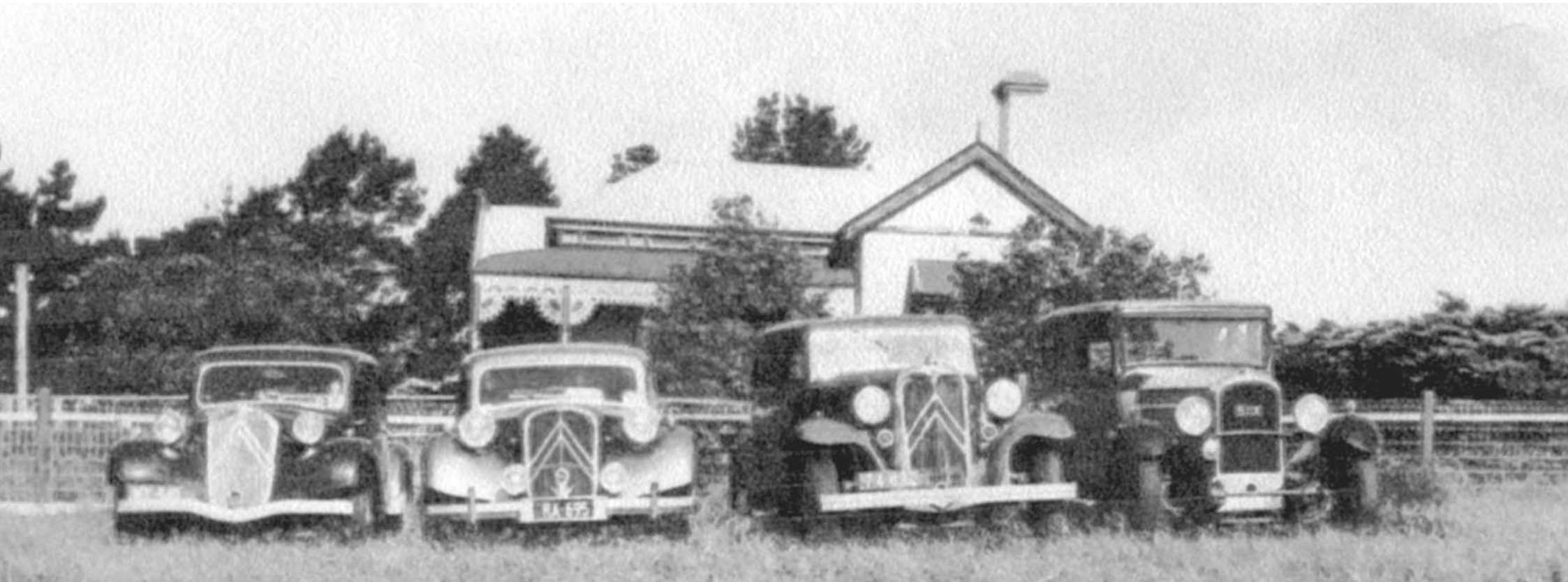
In 1948 when I was 19, it was time for me to get my own means of getting about as something usually happened when I used my father's car. I suggested a motor

bike but that did not go down too well. I then suggested a red Singer 9 sports car and that did not go down too well either. My father then pointed out that I was needed to work on the farm and he suggested that I should get a safe car like a Citroën. I ended up ordering a new Citroën Light 15: Slough built maroon in colour sunroof and lay back seats. WOW! But there was a six month wait and I had wait until March 1949 for it to be delivered. The price? £940/17/6. The registration number was MY 940. I had

What a Citroën fleet: left to right, Graeme McDonalds 'safe' Light 15, his father's Big 6 and the family's 1934 Rosalie and 1930 C6.

AN EARLY STARTER

1934 and on the right about 1930 4 door sedan with disc wheels. The badge on the grille identifies it as a C6. All cars were bought from King and George Motors



not really thought about how I was going to pay for the car. I was working on the farm, being clothed and fed and paid a few bob when I went out on a Saturday night. It was the general rule in

On the first night I officially took Mona out I was checked out by the parents and told not to come home saying we had an accident. Well we had the accident so we did not tell them – as instructed. We hit

a large rock left in the middle of the road, which was not visible until too late. So I took

it on mid ships, the car went up in the air and came down on the front wheels badly tearing the front guards, bent the rack and pinion steering and twisted the cradle that holds everything together. We were able to drive it home slowly and I hid it in the wool shed. The insurance company wouldn't come at replacing the cradle, so it had to be cut in strip straightened then welded up. I was without a car for about four months and never got it back to perfect, but it was still a pretty good car. Mona must have had nerves of steel with some of the antics I put her [and the car] through but she had a pretty heavy foot herself! But all this was only about 60 years ago.

The present YELLOW Citroën I now have was bought about 18 years ago. It took a while to get used to the colour but it is there to stay I may not have finished with Citroëns yet as a new Citroën agency is about to be opened in Ballarat.

Graeme Mc Donald



AN EARLY STARTER

those days that the farmer's sons worked on the farm whether they wanted to or not. So after a couple of years at boarding school I could not get home quick enough. I must have been owed a bit of back pay, as my father wrote out the cheque for the car.

It was quite boring driving at 30 miles an hour for the first 1,000 miles but after that it was generally flat out. The salesman told me that where ever you pointed the front of the car the back would follow but he did not say it was quite capable of whipping out the odd white post or two on the roadside.

My father drove the car a bit and thought it OK. In 1950, he bought a new Citroën Big 6 [registered RA 695]. It was a very safe and fast car; I managed to see 100mph down hill, on a gravel road. In 1951, my brother bought a new French-built Traction, but it did not seem to go as well as mine. I told him it wanted a good blow out and I was not allowed to drive it after that.

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31/06

MICHAEL MOLESWORTH – COMMITTEEMAN

After being directed to an eBay website featuring a small blue 2CV van for sale, and several phone calls, we

The car had been registered in NSW previously after being imported from England in 2004. Luckily, all the papers came with it, so fingers crossed when registration comes up.

The van is an AK400 made in 1974, left hand drive, with a 602cc motor. It

has had disc brakes fitted.

The speedo is the small type, but is calibrated in miles per hour, which seems surprising for a left hand drive vehicle.

Armed with an unregistered vehicle permit from Vic Roads I rode the rails from Frankston to Fitzroy to collect the new acquisition and drive it home to Mt Martha with some anxiety. How would it run?

Negotiating the peak hour traffic in a strange car and left hand drive as well is a bit of a challenge. Add to that the gentle acceleration of a 2CV and about all that can be done is to relax and let everyone else worry about it.

The car ran quite well, the suspension smooth, but seems lacking in power; both horses were not cantering as hard as might be wished. Maybe it is the thick carpet fitted over the old rubber mats – perhaps the pedal cannot get far enough to the floor to open the throttle fully! Perhaps not! Time will tell.

The van is destined to be the

Raid vehicle next year, all things going well, and is a welcome addition to the fleet, folly though it may be.

Michael Molesworth



LEIGH MILES – EDITOR

Well, Ted Cross has rather given the game away in his 'Prez Sez' column. I had not planned to talk about my recent purchases until they were actually 'in my hands', as it were.

At the time of writing one is here, the second will be here by the time you are reading this magazine and third is still some little time away.

The undelivered car is the one that has taken the longest to nego-

ciate. The story begins in March of this year. You might remember I told you of the purchase of a GS Birotor by my friend Shaun, in the UK.

He bought the car from a Dane – Gert Larsen and at the same time sold to another mutual Danish friend, Anders, a rather lovely, low mileage GS. As it happened [well, not really a coincidence] both Shaun and Anders were in Australia in March. Those of you who attended the Club lunch at Canon's Creek in March would have met Eric and Henk, who were showing-off their DS Cabriolet. Actually, I know that they both attended Citroën club meetings in Sydney and Brisbane,



Michael Molesworth standing proudly next 'Van Bleu', the latest arrival in the household.

FLEET FOLLIES

decided to bid on the little car. Waiting with baited breath as the auction closing time approached, knowing that 560 or more eBay-ers had checked out the site, was tense. The bid was made just before the finish time, only to find we were the only players. What did they all know?

Transport was organised to ship it down from Sydney, 'Aw, we should be able to get it there by next Friday Mate.' Only to find that it was picked up the next day and delivered on Tuesday. Good quick service apart from the ignition key being broken off in the lock, trying to start it [they did not know about the starter button on the dash], and the handbrake being wrenched on hard.

These matters overcome, a roadworthy check was done and a defect list produced. With an unknown car, there is always something to be done. The seller had mentioned some rust in the floor and that will have to be done, but the other items are minor, lights and wiper blades and the like.

so many of the readers will have met them. Also at Canon's Creek was Gert – late owner of the Birotor.

I do hope you are keeping up! Having got into a conversa-

tion regarding his Birotor, Gert admitted to knowing of another GS Birotor in Denmark. After his return to Denmark he put me in contact with the seller – a fellow named Finn. The car was originally sold in France and was bought by Finn in 1979. Finn used to own a Citroën dealership in Copenhagen and amongst other things used the Birotor as part of his showroom display. Having

sold the dealership and retired, Finn is thinning his fleet. I know it is a long time between March and Christmas, but negotiations by email, arranging viewings and test drives, discussing the price, obtaining an import licence and arranging freight all take far longer


than you think it will when you embark on this sort of exercise.

So, that's one.

The second is a 1959 Panhard Dyna Z that was previously owned by CCOCA member Bert Burrage, in St Arnaud, Victoria. Bert recently passed away and his fleet of cars [a 2CV, a couple of D series, a pair of BXs and the Panhard] were passed to his family.

My original interest in this

collection was the 1985 BX 16 TRS Automatic, as a parts car for my similar vehicle. Bert's car has a far better body and interior than mine, although our expectation is that mine has been more carefully looked after from a mechanical view point. Anyway, for \$200 who cares? My father's view is that if you pay for a car with cash from the ATM it does not count.

Anyway, Bert's son and I talked on an off about the Panhard... and now it is mine. 

TED CROSS – SECRETARY

Well this is a very well named series. There has been a fair bit happening in the Cross camp.

• 2CV stuff

Helen's Dolly was locked away for the winter and has only had an outing or two over the last three

months. New work for this car will be to recover the seats and we attempted to do this before the Concours. I believe I said this in my last report also.

The 2008 Raid 2CV has been in hibernation also. Although the rust repairs and welding was done last Easter by Viking I have been waiting for the warmer weather to tidy up the paint work. Well that is my excuse anyway. This will now take priority until finished.

The Monkey Van project is progressing slowly with collection of more early 2CV bits. I am expecting to have a surplus of parts eventually which I hope to help other 2CV tragiacs get their cars up and running also.

• Tractions

We have used the Big 6 for the June Long week end run to

FLEET FOLLIES



Opposite: Leigh Miles' GS on display at Finn's Citroën dealership in Copenhagen. This page: Out on a run in Denmark.

Portland and no trouble emerged. The new exhaust and Extractor worked very well and my feeling is that we obtained better fuel economy as a result. Next job is to tidy up the lighting. I have some

Ours is no exception.

•Garaging

As most of you will know I have always been unable to garage all of my cars in one place. Well this has all changed with a recent factory purchase. This brings a whole new meaning to SKIN's gags but

my kids appear to think Dad buying a factory has got some merit even though their inheritance is looking a little shaky. The only problem I face is that once all of the fleet is located in one place Helen will have a full understanding of the illness I have. But 200 sq/metres of storage is worth the risk. There is a mezzanine and plenty of shelving and hopefully all of the Citroën parts can be housed in one place in future. We are painting the concrete floors at the moment.

•The future

I now have all of the Citroëns I am ever likely to want or need and I will eventually reduce the fleet to concentrate on Tractions and 2CVs only. Hopefully these will all be on red plates so the cost of keeping my hobby cars on the road will be reduced. Pity about the holding costs of the factory though I can rent it out eventually. Hmmm... SMs look great still.

Ted Cross



FLEET FOLLIES

QI light bulbs to replace the old ones and some of the wiring needs attention.

I have gone mad and purchased a second Traction. A very sweet IIBL that was restored by an old Citroën enthusiast – Gabriel deFigueiredo who has sadly passed away since. This car has some nice pre-war modifications and is still a joy to drive. I am not too sure why I thought I needed a second Traction but this is a very good car to add to the fleet. The Pilote wheels look fantastic but getting them to brake smoothly is proving to be an elusive dream so far. Mel Carey is putting his considerable experience to the test so I am hopeful that it will soon be fully sorted.

•LHM models.

The DS is still waiting for a resurrection. The BX 16V has been pressed into daily service by one of the family and is proving to be very reliable and receiving positive reviews. BXs have always been credited with saving Citroën due to their reliability and popularity.

Free Membership! Yes, keep distributing those cards that came with the last magazine. The image on the front of the card is a 'period' image for the Club.

On the back of the postcard is some information about the Club and an opportunity for Citroën owners to find out more about CCOCA.

Write your name in small lettering on the left hand edge of the card and keep them with you when you are out and about. In the glove box is our suggestion.

Whenever you see a Citroën of any model parked, slide a postcard under the windscreen wiper. It's that simple!

Remember, as the card says, 'Every Citroën is a classic' and while the Club's focus remains on models 25years and older we welcome owners of every model in the marque's current and historic range.

If you are considering putting a card under the wiper of a new model,

Write your name here, before you hand the postcard out, so we can track how many new members you recruit.

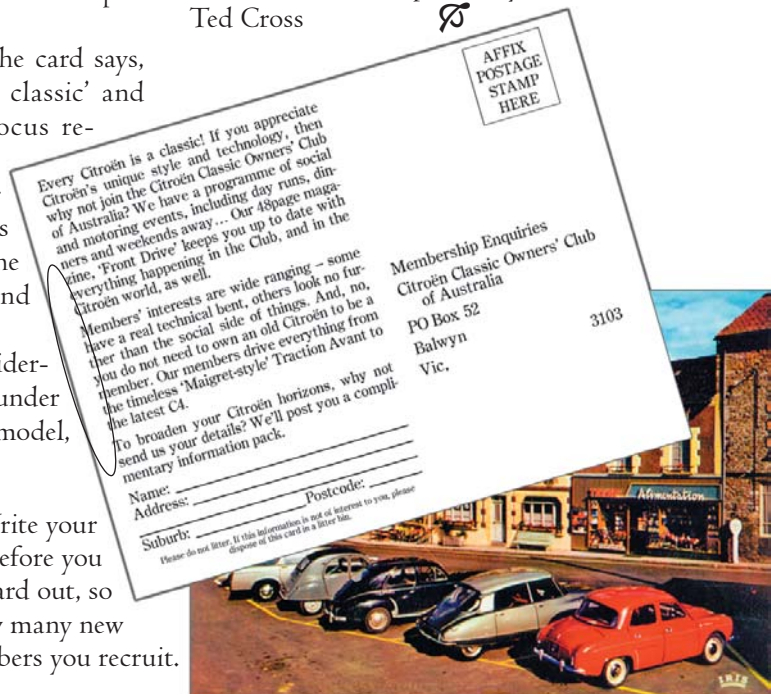
please check. If the car displays a membership sticker for another Club, don't attempt recruitment. That would be inappropriate. Otherwise – go right ahead.

What's in it for you? We

will keep track of replies and any member who recruits two new members to the Club will receive free membership in 2008/9.

Pretty simple really, when you think about it. If you need additional cards, either email to editor@citroenclassic.org.au or ring on [03] 9888 7506 and more cards will be in the post for you.

Ted Cross



Here we are with Part II of Peter James' article on the purchase of his 2CV van. Last edition we got to the point of being about to actually start the engine. We start from

fingers in his ears in anticipation of a big bang.

Bingo. The motor sprang to life, chugging on the petrol like a patient sucking in air on a surgeon's table who had been resuscitated after being clinically dead for a few minutes. It was amazing. I was

so enthralled I did not manage to collect myself enough to put the camera in movie mode. Wish I had, because you would have seen a smile come over Dave's face as he looked up at Paul.

'All good?' I found myself stupidly saying in the background. Dave just smiled in my direction.

Paul added a little more fuel to keep it chugging along for a few extra moments, and then as the petrol evaporated a few seconds later, the engine clunked to a stop and a satisfied Dave began putting it all back together again.

At about 20'clock, the engine was back the way we found it and Dave said 'Right then... let's get a bite and have a chat.' So Pip took us to the local pub and said he'd catch up with us there in about an hour. We had not talked price at all to that point.

Over a couple of beers and lasagne, Dave and Paul went into a full-blown discussion of the mechanics and the body condition. Paul was being more and more

animated with a beer or two on board and there were people in the pub looking over the shoulder at this odd collection of blokes at a table in the corner. Dave said to me that it was a beautiful thing and just so incredibly rare to find it in such good condition.

Paul was getting all worried then. You could see the frown on his face. I think he was concerned that in the nuts and bolts of a negotiation that the deal may not come off and the van would slip away. He did not say it, but I got the feeling that Paul wanted Dave

to be the new caretaker of this van and restore it properly – do it justice.

So Pip turned up about 3pm and we followed him back to the dairy shed.

As the boys wandered around in the background, Pip and I began the negotiation process and I told him about the cost of restoring, what Dave said he needed to do etc. After some to-ing and fro-ing, we hit a bit of a stalemate, before Dave and Paul motioned at me to wander away for a quick discussion. After a

MEMBER'S MODEL

where we left off last time...

At about 1.30, after getting into the engine, he fixed the points up and rigged up a few electrical connections with a spare battery. I am sure he did other stuff that I did not understand. Pip sucked some petrol out of his van tank into a plastic jug and there was this moment when Dave sat there looking at it for a second or two before saying 'Let's start her up then eh?'

Paul was a bit worried I think about the noise as the exhaust was not connected and if it was anyone other than Dave, I do not think Pip would have let them do this as with exhaust was off and petrol and electrics flying all around... I guess a fire was possible. Paul's eyes were like the MCG! Dave pulled a handle on the starter motor and suddenly she sprang to life for a moment or two. Dave got into position with a jug of petrol ready to put into the carby and pulled the starter again. As he was doing this, I looked up and saw Paul in the background with his



bit of coaching, Dave wandered over to check on the condition of the wheels [something he had not done]. Paul looked at me and said 'You know... you should buy this van. You know why?' I had no

searching his face... 'Because the colour... it is the same colour as your eyes.' We both broke down laughing at this odd moment of levity at such a serious time of negotiation.

At this point, Dave returned. All fine with the wheels. I said to the two of them

idea what he was talking about... I thought he was going to say something about the condition of the engine or something about the panels or whatever... 'Why... why should I buy this van Paul?' I said

that I was going to take it at the price Pip had last offered. Dave said 'Go for it'. Paul nodded with a smile.

By this stage, it was about 4 o'clock. Could not believe we had

been there for four hours!

Suddenly Pip came over, not shitty, but his patience had clearly gone and he shook hands with Paul and Dave saying 'Look, I can tell you're not going to buy this thing, so let's not keep going here... I.'

At which point I put out my hand and said, 'It's a deal.'

It was as if I had hit him with a brick.

After that, there were a lot of smiles. He got a fair price and I got one too. I think it was meant to be.

Next thing, he produced an

incredibly rare original owners manual for the vehicle [it was not in the car, but he tracked another down on the internet and got it sent over from France]. When this booklet came out, I thought Paul was going to faint... It's beautiful – a little green booklet all in French. He read it all the way back to Sydney.

On the way back to Sydney, I said to them both that my girls had come up with a name – the imaginary friend of the little girl in the movie *Chocolat* – the imaginary kangaroo. His name was 'Pantoufle' [pronounced Pon-

MEMBER'S MODEL



toof]. They both thought that was great and it seemed serendipity that we had made the discovery of this van in Kangaroo Valley.

To cut an already long story short, we went back up a few

and undoing almost everything before putting it all back together again. We enjoyed many a beer and a red wine along the way. Dave did all the stuff that required ability and knowledge. I did all the stuff

that required cleaning with orange spray and a toothbrush.

Griesy did an incredible job getting the van ready for the Cit-in at Mansfield, mostly because he put up with my pain in the arse questions and constant badgering!

Winning the Concours last weekend is a credit to his skill and passion for these amazing vehicles.

Peter James



weeks later and put the van on the back of a trailer. It was a funny old trip home with lots of people looking and pointing at the dusty old van being dragged down the highway.

We eventually got back and safely pushed it into my garage in Melbourne. Over the next few months, Dave pulled the van apart in my garage, lifting the body off



Christmas again! How time flies. Have we all accomplished what we set out to do this year? I for one have not and I would say that I am not alone in that regard.

We have however finally got stocks of gas-ket sets for IDs and some other

models, thanks to more than a little help from Greg Fienberg. Believe me some parts are becoming extremely hard to get, particularly for early model D series. Tractions are still good at the moment. Although the list of back orders is growing, most parts for Tractions are still flowing well.

I do not have any ground breaking new parts to report on at this moment, but we are still trying to keep members supplied with quality replacement parts as quickly and economically as possible.

I do hope the New Year will smile on me and allow me more time in the future to participate in more Club outings and even perhaps a meeting or two.

I look forward to, as a lot of people do, Easter meetings. Next year it is at Deniliquin – which is practically in my own back yard. I hope to see a lot of our members there and catch up with many friends both old and new. The annual gatherings are always good fun and generally well attended, so

let's make this next one something to remember.

On a sad note I lost my French mate from Chiltern a couple of months ago to cancer. Lucien Chabaud was known to quite a few

of our members and was always well informed on anything French happening in Australia. Anyone who attended our Bastille Day luncheons will remember he was always singing 'La Marseillaise' the loudest. He will be sadly missed by all who knew him.

However keep those orders rolling and do not let your Citroën miss a note in the New Year, hope you all have a great Christmas and look forward to catching up with everyone next year.

Rob Little



Lucien Chabaud
Lending weight of the singing of 'La Marseillaise', at the Bastille Day Lunch in 2005, with Suzanne Smith and Yves Schieseck.



MEMBER'S MODEL

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Eurovox 6 Stacker CD player unit. Brand new in box. Compatible with most Citroën/Eurovox Stereo/CD player head sets. \$220 ONO. Ph. Citro [03] 9419 4537 [31/05]

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: 11BL566879, engine number: AF 134854MPV78. \$30,000. Phone Max Lewis 04 0114 8866 or [03] 9372 0021 [H] or mlewis@australwright.com.au [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 SGH 833, chassis: DS-FG-01FG6843, engine: DX5 0683013655. \$5,000. Contact Brad Lanyon [08] 8355 9529 or 04 0278 6462, Adelaide beandcee@chariot.net.au [31/01]

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]

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]

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

TIMBER DASH ET AL

Wanted for a 1951 Big 6 a timber dash [square instruments], 4 x 185x400 wheel rims. Metal windscreen trim [inside]. Contact Bob Shackley on [02] 6251 6134 or email kyzyl@bigpond.com

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]

2CV Locks & Doors.

Door locks for early 2CV front doors [suicide variety], both sides with handles. If attached to usable doors, this would be a plus. Roger Brundle [03] 5472 3130 [31/06]

