

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



EASTER '08 Vol 31 No 8

POSTAL ADDRESS

CITROËN CLASSIC OWNERS CLUB of AUSTRALIA Inc.

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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.

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COVER IMAGE

The cover image is taken from the calendar of Traction Avant Nederland and shows the ..

MEMBERSHIP

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

MEETINGS

Club meetings are held on the fourth Wednesday of every month [except December] at 8pm. The venue is the Canterbury Sports Ground Pavilion, cnr Chatham and Guildford Rds, Canterbury, Victoria. Melway Ref 46, F10.

LIFE MEMBERS

The committee awards life membership to Club members in recognition of their contribution to, and support of, the Club. Life members are:

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

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Ted Cross and Rob Little.

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, April 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.doublechevrans.aunz.com

Welcome to Volume 31 #8, of CCOCA's magazine, 'Front Drive', with a special insertion for CitIn'08 Deniliquin,

CCOCA is amazingly fortunate in its range of members [and cars], many of whom are also

members of one of the seven other state and territory-based Citroën car clubs. CCOCA has always been the Club for 'classic' Citroëns, with a focus on [but not limited to] the famous Traction Avant. Some might consider André Citroën's Traction to be the quintessential classic Citroën – but what of the ID/DS, SM, GS/GSA, CX? The A-series? There is no doubt these days of their classic status. Visa? BX?

It is a fraught, often seemingly arbitrary, decision. In the UK and Europe the Visa has most definitely not been seen as a classic; well not until the number of survivors became so limited that views changed. In Australia, where there are only a handful of models, it has always been a classic.

2008 sees CCOCA hosting CitIn for the first time since 1995,

when we headed to Bairnsdale, on the eastern side of Victoria. However, every year we host OzTraction over the Queen's Birthday weekend, in June. Mt Gambier [SA], Moama [NSW], Canberra [ACT], Portland [Vic] have all seen visitations from CCOCA.

In the centre pages of this magazine you will find all the information you will need over the course of CitIn'08. You will also find the mobile phone numbers of the organising sub-committee members associated with each component of the Event.

Additionally, the magazine contains two reports from members of CCOCA – Bill Schenk [also a member of CCCNSW] tells of the restoration of his 'Big 6' and Roy Begelhole's Dyane is featured. Roy is also a member of CCCV.

LJK Setright was one of the most brilliant motoring writers and a great exponent of the marque we hold dear. He died in late 2005, and in this magazine we reprint some his comments on classic Citroëns.

Enjoy,
Leigh F Miles – Editor



For CCOCA members not joining us in Deniliquin for CitIn'08, this edition of 'Front Drive' will arrive after we host the National Event. CitIn'08 attendees will be reading it as part of their Event Pack at CitIn.

If you are reading this at the CitIn I would like to personally thank you

for attending and welcome you to another great annual event. If you are a CCOCA member who could not make it this year, I encourage you to plan now to attend the next CitIn, in South Australia.

My recent club activity has been heavily involved with ensuring that CitIn'08 will be an event to remember. It has been great to work with the organising committee – lead by Andrea Fisher and supported by David Gries, Helen Cross, Ian Sperling and Leigh Miles – to help make this event both a success for CCOCA and a pleasure for the participants.

Next year is the 75th anniversary [yes really] of the birth of the famous Traction Avant. We hope to go to the celebration in Arras, France, and if anybody is keen to join us, please contact me and maybe we can get a group together.

I have also read about the new C5, which will possibly be offered with both hydraulic and conventional suspension. I thought this was the end of Citroën's point of difference: then I reviewed my

own fleet and I realized that the fluid suspension was not the most important issue for me. Citroën moves on and the sales do keep getting better in Australia. Maybe this is what we all have to accept in the current car market.

The main point I feel I would like to make is that the Citroën 'family' in Australia is alive and well, and all the Clubs work together in harmony to keep our great cars on the road and being enjoyed. We are, indeed fortunate to have been involved in this Club's scene over many years and to have made great friends in the process.

The next few years will be very interesting to see in which direction the Clubs move to meet future challenges. My personal view is that we need to network with each other more, not less. To offer interesting events and encourage more use of our Citroëns.

Right now, go outside and sit in your favourite Citroën; make a plan to use it as often as you can, while you still can. Whichever Citroën Club you belong to, check out its calendar and make a commitment to attend at least one more event in 2008 than you did in 2007.

Life is a journey, not a destination.

Ted Cross
Acting President



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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

● MARCH 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 March
CONTACT: Bill Eldridge
[03] 9798 1995

This event is hosted by the VDC and 2008 sees its 52nd running. All 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 a 11 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. Contact Bill Eldridge for registration forms.



● APRIL FRENCH CAR FESTIVAL

WHEN: Sunday, 6 April
TIME: From 10:00am
WHERE: Buchanan Oval,
Mcleay Park, Belmore Rd,
Balwyn
COST: \$5.00 per car
[\$10 per collection]
BRING: Chair, sunscreen, lunch

BOOKING: Not required
CONTACT: Peter Kerr,
Peugeot Car Club,
[03] 9890 1816

You are invited to The French Car Festival on April 6, 2008 at Buchanan Oval in the Macleay Park complex. Bring your best French car. Cars will gather on the oval at 10:00 and judging will be complete at 13:00 with the awards being presented at 14:30. Entry for cars will be \$5.00. Collectors will pay only for a maximum of two cars if all cars are presented together and a collectors corner will be available.

We expect about 200 cars so there will be plenty to see and discuss. Best of Marque awards will be made for Peugeot, Renault, Citroën, Alpine and Simca. Also there will be some further presentations to interesting vehicles not covered in the main awards. Catering will be available, there is a children's playground adjacent to the display and there are also barbeques available.

As a matter of safety we ask you to approach the ground from the north [the Doncaster Road end] via Buchanan Avenue to avoid congestion in Belmore Road.

DAY RUN: CRESWICK WOOLLEN MILLS

WHEN: Sunday, 20 April
TIME: 9:00am
FROM: Service station
[corner Westwood drive
and Western Hwy]

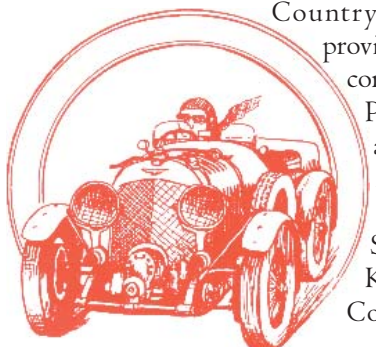
TO: Creswick Woollen Mills
Railway Pdr, Creswick
COST: Free
BRING: Picnic, chair,
sunscreen, favorite 'squeeze'
BOOKING: Essential by
Sunday, 13 April
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

Creswick Woollen Mills is the home of luxurious homeware products, designed in Australia to suit Australian conditions. Some of the unique products created at the mill include Alpaca throws, blankets and accessories. The Alpaca range is complemented by other products made of Australian Merino Wool, Cotton and Cashmere. Creswick Woollen Mills is now the only coloured woollen spinning mill of its type in Australia.

- operating mill machinery [10am – 2pm]
- sausage sizzle by local community groups
- Meet the Alpacas
- Visit the outlet store and find a bargain.

ANNUAL GENERAL MEETING & MONTHLY MEETING

WHEN: Wednesday, 23 April
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury
COST: Free: wine and cheese
tasting provided



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 of 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.

VOTE!



Voting for the 2008/2009 Committee is a very important right you have as a member of CCOCA. So, come along and make sure you have your input. Or complete the 'Proxy Form' that is in 'Front Drive'. Proxy Forms must be in the hands of the Secretary at least seven [7] days prior to the AGM.

● MAY DAY RUN: 'LAKE DISTRICT'

WHEN: Sunday, 18 May
TIME: 10:30am
FROM: Wellington Rd
service road, outside BabyCo,
885 Wellington Rd, Rowville

TO: Cardinia Reservoir
COST: Free
BRING: Lunch, chairs, sunscreen
BOOKING: Essential, by May 11
CONTACT: Leigh F Miles
[03] 9888 7506
editor@citroenclassic.org.au

Victoria's 'other Lake District' is a stone's throw from Melbourne's outer-eastern suburbs. First stop is Lysterfield Lake, with its beaches and 'elite' mountain bike tracks. Then on to Cardinia Reservoir, offering hazy views of the Dandenongs across crystal clear waters and several pleasant picnic areas. After lunch we will visit Aura Vale Lake, which is a magnet for bird-life. We head home via Emerald Lake and then follow the Puffing Billy line to Belgrave.

DAY RUN: WINTON HISTORIC HILL CLIMB

WHEN: Sunday, 25 May
TIME: 7:45am
FROM: Ford Factory,
1735 Hume Hwy,
Campbellfield

TO: Winton Raceway
COST: \$30 entry
BRING: Your Citroën for
Classic Car display,
chair, umbrella

BOOKING: Essential by
Sunday, 18 May
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au

The Austin 7 car club is once again hosting the historic car rac-

ing at Winton. Join us for a great day of racing. 280 racecars and 110 racing bikes will be taking part in this event.

CLUB MEETING: VISIT TO HEKA'S

WHEN: Wednesday, 28 May
TIME: 7:00pm
WHERE: Unit 3
10/16 Stephen Rd Dandenong
COST: Free
BOOKING: Essential by
21 May, for catering
CONTACT: Ted Cross,
04 0059 2208
president@citroenclassic.org.au

Heka and Co, are restoring DS convertibles and will be giving a tour of their facilities at their Dandenong Factory. This is a rare opportunity to view what happens behind the scenes.

● JUNE

DAY RUN: WEST GIPPSLAND

WHEN: Sunday, 8 June
TIME: 9:30am

FROM: Opposite Ringwood Lake,
Whitehorse Rd, Ringwood
TO: Mark and Sue McKibbin's

Drouin Property via
'the motorist café and museum.'
[77 Main Rd, Gembrook]
COST: Morning tea in Gembrook
BRING: Picnic lunch,
chair, warm clothes

BOOKING: Essential by 1 June
CONTACT: Ted Cross
04 0059 2208
president@citroenclassic.org.au



Have you thought of standing for Committee? All Committee positions are 'up for grabs' and we know for certain that some incumbents are not seeking re-election. Nomination forms have been included with this magazine and must be returned to the Secretary seven [7]

Firstly, I will introduce myself. My name is Bill Schenk and I am at present the Vice President of the Citroën Car Club of NSW and a member of CCOCA.

I have a GS and a 1951 Nor-

that had terminal cancer. Like so many Citroën owners he wanted someone who he thought would look after it to own it.

My father is a qualified mechanical and electrical engineer who, in the end, came to the realisation that panel beating was the career for him. For the life of me,

I cannot figure that one out!

It was the mid sixties and he paid \$150.00 for the car.

I remember at the age of about seven walking down a big driveway at a house in Vaucluse to take delivery of the car.

It was in good order apart from the paint, which had surface rust all over it.

It came into the workshop and my father stripped and painted it within the first week of owning it. It was during this time that the old boy noticed something odd about the Cit. He was fixing something under the dash when he noticed that the black coating on the underside of the steering wheel was worn completely through to the metal. He deduced that the only way that this could occur was if it was being rubbed on somebody's stomach; perhaps while being driven from Canberra to Sydney and back each day for two years.

I will try to give you some perspective on this because if you have not sat behind the wheel of a Big 6 you possibly are thinking, so what! One thing that you will

not hear anyone say about me is that I am slight. I ain't no weasel, I press the scales at 115kilos, ok! Ok! OK! 120. My stomach does not come within a bull's roar of the wheel. Just how large was this guy! It is a credit to the strength of the construction and suspension of the car. Na they do not make'm like they use to.

When the old boy first drove the car he absolutely hated it, but he said that it had such a wonderful reputation and to his credit he persevered and got stuck into setting up the car as per the manual and gave it a good greasing. He said that getting the settings right transformed the car and he began to love it.

The old boy, when I was young, loved to race, particularly when behind the wheel of the Big 6.

Fanging; double lane changes; double double lane changes; racing

anyone who was stupid enough to take him on was the order of the day. No horses were spared and he was rarely beaten.

His family of six along with our luggage went on quite a few trips to Queensland.

My brother, John was arrested in it when, at the age of fourteen, he decided to steal it, I mean borrow it without consent and had a race with a Cooper S.

Cooper S's were the preferred transport of the NSW Police department at the time and a Sergeant who was stationed at the Lane Cove Police Station drove this particular Cooper. Apparently, our sergeant did not see the humorous side of being shaded in the driving department by a child of fourteen behind the wheel of an old black heap and arrested poor misunderstood Johnny on the spot.

My other brother Al and I



1991 and the restoration is about to commence. Note the rubber tree leaves lining the scuttle vent!

THE BROWN BUILT 6

male, but the car that I would like to tell you about is my Big 6.

It is big, it is black, it has six cylinders and it is beautiful, but it has not always been beautiful. As a matter of fact, once it was down right ugly!

I suppose that I should tell you a little of the history of this car.

As with most of the Tractions that reside in this country, it was born in Slough, England in 1951 and immigrated to Australia under the sponsorship of Buckle Motors in Sydney and its first custodian was the French Embassy in Canberra.

Legend has it, that this car was driven from Canberra to Kingsford Smith Airport in Sydney and back to Canberra everyday for two years. I really do not know if that is true, but I do know that the motor was completely rebuilt when it was about three years old.

So you would have to say that it was driven a bloody long way in a short period of time.

My father reluctantly adopted the car from a customer of his

also had the need, on occasion to borrow it without consent as well, it is just whenever John did something wrong, he had a nasty habit of getting caught.

It was not our fault. Really, it was not. The old boy was; the

to the thing. It is in my opinion an unrealistic attachment. So, my father having this attachment had a nice place readied for its retirement. It was of course our garage. A wooden structure with a flat-tarred roof, on top of which was the thickest choko vine that you could ever see.

Time passed and the vine got bigger and bigger. We gave the garage a name, Eileen. We knew that the car was in there; we just could not see it anymore. Out of sight out of mind.

What is it about Citroën owners? They would rather see it rot in a shed than part with it?

Then, in the late eighties my parents went on holidays. You never quite know what to expect when you return from holidays in my family, as my father was about to find out.

While my parents were away, I decided to cut the choko vine down and take it to the tip. Little did I realize that the vine itself was acting as the main structure of the garage; it not only covered the outside it filled the inside as well, so as a result, as the vine came down so too did the garage.

Once the Cit was uncovered, it was apparent that it had caught a disease while it was in hibernation. Rust! The dreaded cancer. A bit like its previous owner. Luckily not terminal.

I rang my brother John; remember him, the one who was arrested. He had become a respected member of society and was a small businessman. He owned a towing service and had a holding yard.

'John,' I said 'I've taken the shed to the tip and now I have nowhere undercover to put the Cit.'

'No worries,' he said. 'I have a nice rubber plant at the holding yard, we can park it in there.'

'Sounds good.' I said, 'Bring the truck.'

So it was done and my father came home to an empty yard and was now Big 6 free.

It is rather unnerving to see a grown man cry, but I got over it!

It stayed in the rubber plant for a few more years. You know to finish it right off.

In the meantime, I had left my career as a pool salesman and was between jobs. I started driving tow trucks for brother John as a stopgap. Even today, my wife

Elizabeth sometimes asks, 'When are you going to get a proper job, Bill?' I have not had the heart to tell her the truth, so I say, 'Oh, you know, soon'.

I cannot remember what it was that made me start. A moment of insanity perhaps. All I remember is was walking into the yard and seeing the rear bumper poking out of the rubber plant. I looked at it and said to myself, 'I'm going to fix that car'

My father, now retired told me I was stupid and that I did not have the know-how, let alone the skill, to fix it. I immediately told him that is what fathers were for.

1982: Bill, with his son Rodney and the Big 6. At this point the paint did not look half bad.

THE BROWNUILT 6

one who left it unattended in the street. How can any teenage boy resist that big bonnet, those round headlights and that great big grille? You just had to have a fang!

The car was used and abused [mostly abused] by my father until the late seventies, when it became a case that when he went to the service station it was to check the petrol and fill the oil. The old girl was put into retirement.

Of course, when you have had a car like this you become attached



It is 1994 and here is Bill with the Traction, in the garage.



What I am about to tell you now will make the Traction lovers among you cringe, you may even put your head in your hands and yell out 'Oh no!'

In my defence I have to tell you that I was young and had no

metal in it to make it worth our while.

When you have no money, you cannot just go and buy bits and pieces. I could have bought sills and floors and boots but I did not have any money. What I did have however, besides a retired panel beater at hand was a whole

heap of Brownbuilt shelving. There was lots of it. I know what you are thinking, but it was just lying there and was of a good gauge and above all, it was free.

Along with my father, I fixed the structure and refashioned the sills, replaced the boot floor with it.

If this next bit does not make you shake your head in disbelief, nothing will. We now come to the floor. My brother John, was at the time, wrecking Holdens in the yard. [someone has to] HQs to

HZs. There was an HX panel van in the yard and you know what I did. I cut the rear floor out of it and put it into my Big 6.

It was big, it was ribbed [although the ribs went the wrong way], it was of a thick gauge, it was galvanized and above all, it was free.

After it was welded up, it was bogged up. We used lots of bog. Eventually it was ready for paint and I did my very first Two Pac respray. Got a few runs but it looked pretty good; all things considered.

I did the mechanicals myself and after about nine years of work it was registered in 1999, twenty odd years after my father retired it.

When I was in the registry filling out the paperwork I was so tempted to put in where it said, Make. Brownbuilt Citroën, but there were too many letters.

It has been my daily driver up until this September when I finally put it on historic registration.

I have loved every moment in it and it is a real chick magnet. Even if the chicks are the other side of sixty. Most of them look pretty good too! They start off saying; 'My father had one of those, how about taking me for a drive sometime?'

I do not like to say that I have restored it; I rather say that I fixed it. Some of it was fixed well, some of it was fixed poorly but I am proud of it. When I look at it, I like the feeling that I get when I think, 'Yeah mate, that car was buggered and you fixed it,' and it gives me great satisfaction every time I get behind the wheel.

My father was right of course, I was stupid and I would rather see it rot, than sell it.

Bill Schenk



THE BROWNBUILT 6

money. Now I am old and have no money.

The car was buggered, to put it bluntly. The years that it had spent in the rubber plant seemed only to enhance the cancer problem. I do not know why!

There was no sill on either side, inside or out, front to back.

Luckily, I did not have to fix the floor, as there was none. No boot either and who needs doors anyway.

Once we tried to sell it as scrap but there was not enough



Here is Rodney again, with the Traction. Only it is 1995 and he is standing with his brother Bryan and holding his sister, Steph..



THE BROWNBUILT 6



I'm going down to the station. On my way to work this morning, I had to stop for petrol. 'Twenty dollars pump four thanks' I shouted through a little window to a guy, chewing gum

THE SERVO

and wearing a Walkman. I paid my money and trudged back to my car in the morning drizzle.

Once back in my car I became a little wistful as I contemplated the loss of one of Australia's truly great centres. I refer of course to the old fashioned service station.

Keeping in mind that I am not yet forty-four, but not many years ago you could buy petrol, have your windscreen washed and oil and water checked. That is not all; if the service station was having a promotion there were all sorts of give-aways.

However, there was even more to service stations than good service. In small towns, the Hamburger cart was the only rival to the service station as a place for men and boys to catch up on the news and gossip. And best of all you could talk cars while watching to see who pulled in for fuel [to see what they were

driving of course].

At these service stations there was always a soft drink machine out front, along with a conveniently placed inner tube testing tub filled with dirty water. In the office you would find a pin-up calendar with pictures of scantily clad women [no longer 'PC'], and on the desk would be a great big black adding machine [before calculators became popular], a coffee mug half filled with something that resembled sump oil and a used piston that had come back to life as an ash tray.

On warm summer evenings the guys in the neighbourhood would cruise down to the local service station for a can of coke and to hang around with the guys. Sometimes [always] the conversation would turn to whose car was the fastest; most conversations would end with a drag race just outside of town. There were quite a few times I followed the ten or so cars out towards Talbot, or Snake Gully, near Ballarat to watch some guy with a Monaro try to keep up with a guy in a tiny rotary Mazda that was about to put a big dent in

his Masculinity.

A lot of guys still hung around the servos in winter, but it was not the same. You could sit around in the office and play cards or something. There was usually one of those heaters that toasted everything in it's path like a Martian death ray, while the space on either side of its cone of destruction was as freezing as ever.

Self-reliant men usually owned service stations back then, their wives had got sick of them playing with cars and divorced them years ago. They were not known for

their social graces, but were highly respected for their knowledge of engines and of course everything else automobile.

The first such man I got to know was Jack, down at the local Mobil. I remember going to the service station as a small boy and hanging around there for hours [that and the airport, to watch the planes]. I thought this type of atmosphere was great, in my mind the service station was a society of real men doing manly things, and I wanted to be a part of it.

Continued page 29 >





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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 that we knew we could not offer you the opportunity to see, do and experience everything Deniliquin has to offer over the course of the Easter break. But, we do believe we have a programme of activities that will ensure everyone can find something to do that they will enjoy. And hopefully, you will decide to come back and visit Deniliquin again.



THE PROGRAMME FOR EASTER

● FRIDAY REGISTRATION & CLUB SHOPS

WHEN: Friday, 21 March

to pass to you your 'Event Kit' for the weekend.

We shall have exclusive use of The Crossing Café for the afternoon and Club Shops from the various participating Clubs will have their wares on show.

Coffee and tea and light refreshments will be available throughout

the afternoon – or you may prefer something stronger to wash away the dust of travel. [All to your account.]

Club Shops will be closed by 5:30pm.

WELCOME DINNER & TOURISM TALK

WHEN: Friday, 21 March

TIME: 6:00 to 9:30pm

WHERE: The Crossing Café
295 George St., Deniliquin

COST: Refreshments
to your account

CONTACT: Andrea Fisher
04 2996 4986

Return to The Crossing Café for

a casual dinner. A range of fork dishes will be served, both savoury and sweet. [Refreshments to your account, can be ordered at the bar.] Coffee and tea will be served.

Gluten free and vegetarian options will be available for those of you who advised us – be sure to make yourself known to the staff of The Crossing Café.

At 7:30pm Ted Cross, the President, of CCOCA will officially open CitIn'08 and welcome all participants.

This will be followed by a short talk by representatives of the Deniliquin Tourist Bureau detailing the history of the region and describing some of the tourist highlights.

With every prospect of a balmy evening, you will be able to enjoy the lawns near The Crossing Café and chat with old friends and make new ones.

● SATURDAY SHOW & SHINE

WHEN: Saturday, 22 March

TIME: 10:00 to 12:00pm

WHERE: Civic Place
Deniliquin

CONTACT: Rob Little
04 1958 1622

Civic Place, next to Deniliquin's Waring Gardens and close to the centre of town, is the location for the 'Show & Shine'. 'Gates' open at 10:00am [please do not arrive early!] and follow the parking instructions of the marshals. We will also be joined by members

THE CITROËN CLASSIC OWNERS' CLUB OF AUSTRALIA WISH TO ACKNOWLEDGE THE FINANCIAL SUPPORT OF THE DENILIKUIN COUNCIL WHICH HAS HELPED TO MAKE THIS EVENT POSSIBLE.

THE EVENT ORGANIZING COMMITTEE ALSO WISH TO ACKNOWLEDGE THE UNTIRING HELP AND ASSISTANCE OF THE STAFF OF THE DENILIKUIN TOURIST OFFICE.

of the Deniliquin & District Veteran & Vintage Car Club and the Deniliquin Antique Vehicles Club – so if you are looking for motoring interest beyond Citroën, you will find it!

We are close to the shops, so you can leave your car [be sure to lock it and remove any valuables] and find a coffee or do some shopping.

The 16th Annual Easter Art Exhibition is being held in the Town Hall and is open from 10:00am to 5:00pm and is a 'must see' while you are here. The Art Exhibition is open throughout the weekend.

BBQ LUNCH

WHEN: Saturday, 22 March

TIME: 12:30pm

WHERE: Waring Gardens

COST: No charge

CONTACT: Leigh Miles
04 3901 9117

The local Rotary Club is hosting lunch on Saturday. BBQed meat and vegetarian options, with a range of salads will be served in Waring Gardens. Desserts, coffee and tea will also be served.

thecrossing

CAFE & RESTAURANT

Your first chance to catch up with your fellow Citroënists and register that you have arrived. You will find members of the CitIn'08 Organising Sub-Committee in attendance all afternoon to not only take your registration, but

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If you have a picnic chair, it might be worth bringing it with you, as there may not be seating for everyone in the gardens – remember it is a public space.

BOOKING: Preferred,
with Ted Cross
CONTACT: Ted Cross
04 0059 2208

Deni is home to the world famous 'Ute Muster' and as a result has a strong link to motoring. One of those links is

'The Hot Rod Guy'. He will be opening his workshop this afternoon especially for the 'petrol-head' CitIn attendees amongst us: this is a must do option for the weekend.

A group under the leadership of Ted Cross and Ian Sperling will leave from Civic Place at 2:30pm.

Pre-registration of your interest in this event is desirable as places are limited due to the size of the workshop.

ARVO OPTIONS – NO3 LOW WATER GARDENS

WHEN: Saturday, 22 March
TIME: From 2:00pm
FROM: Civic Place
TO: Mrs Dudley's Country Patch
657 Wakool Rd, Deniliquin
COST: Entry \$10,
including Devonshire Tea
BOOKING: Essential,
with Helen Cross
CONTACT: Helen Cross
04 1935 6963

In these days of drought, the forward thinking people here are today seen as true innovators. Join Helen Cross for this 8km drive to

experience the wonders of a truly well-planned garden that through careful planning uses amazingly little water.

After touring the garden, Devonshire tea will be served.

Booking for this run is essential and numbers are strictly limited, to ensure afternoon tea. You may care to make this trip on your own on Sunday morning, however Devonshire tea will not be available, but the cost is only \$6.00.

ARVO OPTIONS – NO4 TOLANS FARM

WHEN: Saturday, 22 March
TIME: From 2:00pm
FROM: Civic Place
TO: Tolans Farm
'East Tolans', Deniliquin
COST: \$10.00pp
BOOKING: Essential
with Andrea Fisher

CONTACT: Andrea Fisher
04 2996 4986

For an enlightening experience, take the drive to East Tolans and enjoy the sights of a unique farm filled with stock, cereal crops, agriforestry and rice.

Your \$10 entrance includes a tour of the farm and garden and afternoon tea. Whilst you are there take a leisurely stroll through a country garden displaying amazing bird sculptures. You may care to make this trip on your own on Sunday morning.

ARVO OPTIONS – NO5 HISTORIC WALK

WHEN: Saturday, 22 March
TIME: From 2:00pm
FROM: Civic Place
COST: Some gold coin admissions
CONTACT: Ian Sperling
04 0185 4180

ARVO OPTIONS – NO1 OBSERVATION RUN

WHEN: Saturday, 22 March
TIME: From 2:00pm
FROM: Civic Place
TO: Stephens Weir
COST: Free
CONTACT: Leigh Miles
04 3901 9117

What is a CitIn without an Observation Run? Some might say 'delightful!' Others know it is a great way to see the area and learn about some of its highlights and history.

Join other scavengers and map-readers on a tour of the area, with some questions along the way. The Run will be flagged off from Civic Place under the 'watchful eye' of Leigh Miles from 2:00pm.

ARVO OPTIONS – NO2 THE HOT ROD GUY

WHEN: Saturday, 22 March
TIME: From 2:30pm
FROM: Civic Place
TO: The Hot Rod Guy
131-133 Napier St, Deniliquin
COST: Free

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For those of you who would rather just wander, we have a map showing an in-town self-guided walk to see Deniliquin's highlights – the historic buildings, the Police Residence... You will find the map in your Event Pack

be awarded on the outcome of the Trivia Quiz. No, not all the questions are Citroën related, or even linked to motoring. In addition to the Club Trophy, there is a prize for the table with the highest score. Quiz Master [Leigh Miles] will take you through the rules.

a special treat for CitIn attendees, members of the Deniliquin Collectors Club will joining us. This will provide an opportunity for us to see their interesting collections and round out our 'historic' interlude.

Lunch? You may care to picnic in the grounds of the winery, or bring something to throw on the on-site BBQ or move on the famous Conargo Pub for something more substantial. Lunch is not included in your Registration.

FORMAL DINNER & PRIZE AWARDS



WHEN: Sunday, 23 March
TIME: 6:30pm to 11:00pm
WHERE: Dunlop Room, RSL, 72 End St, Deniliquin
COST: Refreshments to your account
CONTACT: Ted Cross 04 0059 2208

Tonight is the time to make sure you have your glad rags and your dancing shoes on! Arrive at the RSL at 6:30pm for a 7:00pm start to the night. A sumptuous three



course dinner will be served [refreshments to your account], with coffee and tea to follow.

Of course, tonight also sees speeches [they will be few and short] and prizes will be awarded – 'Hard Luck', 'Longest Distance Travelled in a Citroën', 'Inter-Club Trophy', 'Observation Run' and of course prizes from the 'Show & Shine' on Saturday and the children's colouring competition. And the drawing of the prize-winning tickets in the 'Monster Raffle'! Remember, you must be present to receive your prize.

And you can dance the night away!

MONDAY FAREWELL BREAKFAST

WHEN: Monday, 24 March
TIME: 7:30am to 9:30am
WHERE: The Crossing Café, 295 George St, Deniliquin
COST: Free
CONTACT: David Gries 04 1711 0146

The final 'hurrah' and the end of the weekend. Club Shops will again be on display.

Do It In DENI

BANQUET & QUIZ

WHEN: Saturday, 22 March
TIME: 6:30 to 11:30pm
WHERE: Deniliquin Golf Club Memorial Drive, Deniliquin
COST: Refreshments to your account
CONTACT: Andrea Fisher 04 2996 4986

Dinner tonight will be served in the Function Room at the Deniliquin Golf Club. However, you may prefer to arrive early and have a drink in the Club House bar, which overlooks the 18th hole.

Dinner is a three course Chinese Banquet [with vegetarian and gluten-free options for those who pre-booked – be sure to make yourself known to the staff in the dining room]. Refreshments during dinner are to your account.

As there will not be a Motakhana this year, the Club Trophy will

SUNDAY DAYRUN: CONARGO & EASTER EGG HUNT

WHEN: Saturday, 22 March
TIME: From 10:30am
FROM: Civic Place
TO: Clancy's of Conargo Winery
COST: See notes for details
CONTACT: Ian Sperling 04 0185 4180

With so much to do in and around Deniliquin it was difficult to decide exactly what to do. For those of you interested we are taking a run towards Conargo to Clancy's Winery [about 23km from Deniliquin]. This is the location for the Easter Egg Hunt – open to all participants under 16. The hunting will commence at 11:00am. There you are welcome to taste the wines and maybe make a purchase. In addition, the winery is also home to a fine collection of bottles, glassware and international licence plates [\$2pp admission]. As



The Crossing Café will once again host us, allowing both inside and al fresco dining.

IMPORTANT WEEKEND ADDRESSES AND PHONE NUMBERS

- PHARMACISTS
Barlow and Weller Pharmacy,

- CHURCHES AND EASTER SUNDAY SERVICE TIMES

- Anglican, corner Harrison and Wellington Streets, Deniliquin. 8:00am and 10:00am

- Baptist, Waring Gardens [town centre]. 10:30am with Easter

Egg hunt and Sausage Sizzle.

- Roman Catholic, Harrison Street,

Deniliquin. 8:00am and 10:00am

- Salvation Army, Edwardes Street, Deniliquin. 10:00am

- Uniting, corner Poitiers and Edwardes Streets, Deniliquin. 8:45am and 10:15am

17-23 Napier Street, Deniliquin. Deniliquin Amcal Pharmacist, 289 Cressy Street, Deniliquin

- MEDICAL EMERGENCY
Deniliquin Hospital, 411 Charlotte Street, Deniliquin. 24 hour medical assistance available.

Ateco, the importers of the Citroën marque to Australia is once again proud to sponsor the National Citroën Meeting. CitIn is, we believe, an important event not only in the calendar of the various Citroën clubs across the country but also the marque's calendar. We are especially pleased to be associated with CitIt'08 as this marks the 85th Anniversary of the arrival of the first Citroëns to be imported to Australia. Citroën is in fact the longest continuously imported marque in Australia.

We have had a very successful year, with record sales of 3,803 vehicles and are looking forward to continued success in 2008 with the arrival of a number of new models – C5 and Berlingo being

the most important. Citroën is set to continue to present one of the most modern range of vehicles in Australia. We realise that not every club member is going to buy a new Citroën this year, but we do recognise the important rôle that your members play in publicising and endorsing the brand.

Indeed, it could be suggested that, our future and your future are inextricably linked.

I hope every attendee of CitIn has a great time. I extend my best wishes to the organising committee and to every member of CCOCA – together we are the future of Citroën in Australia.

Miles Williams
General Manager
Citroën Australia

My mother was not entirely pleased about my visits, because to put it mildly they enriched my vocabulary in ways not altogether appreciated. By the time I was in my early twenties I had a job at the Mazda dealership in Ballarat, it was not exactly as I had imagined. I remember pulling a new 626 into

the bay, not knowing that some idiot had left the top off the grease trap [quite dark at my end of the workshop] and all I heard was a loud thud, and wondered why the car was no longer moving.

The reason was the car was dangling precariously over the edge; wheels spinning. I felt such a fool having to sit there with my foot on the brake until they hooked up a truck to pull me back up onto four wheels.

At around the same time I met a friend of mine Rodney, whose brother raced cars. His brother was handsome and women found him irresistible. He taught me a bit about cars, I at one point wanted to be just like him, handsome, irresistible and fearless on and off the track. That was until one day I saw him drive up onto the rail and smash, then having pins put in his arm [that was just a little

too macho for me].

I thought, there is no need to worry, there would always be drag racing, hot rods or service stations where you could go. I was wrong – the old Mobil servo is now a self-serve Mobil Quix. Gone is the

old adding machine, pinups, gone are the hot rods and the friendship and the older guys from whom you could learn to be a man.

But wait there is a glimmer of hope for a guy like me. It's called the Car Club, I know we don't necessarily talk about who's car is the fastest, but we do talk cars all the same. The best thing is, with a club like ours, you can get both the social aspect and technical support if needed, because we have members with a vast amount of knowledge.

So they sort of take the place of the guys at the old Mobil service station, although they don't seem to spit as much [which is I think a good thing].

Don Hackett

This article first appeared in 'Cruise Control', the magazine of Motafranz Car Club Inc., it remains the property of the author and may not be reproduced without his permission. The author may be contacted via Leigh Miles, the editor of 'Front Drive' at editor@citroenclassic.org.au

Do It In DENI

THE SERVO



DENILIKIN COUNCIL



LJK Setright: Brilliant, with an air of mystery. LJK Setright, who died in September 2005, inspired a generation of readers, including David Wilkins of the UK newspaper, 'The Independent'

as perhaps the most talented of the outstanding motoring writers who made 'Car' required reading for discerning enthusiasts for a quarter of a century or so after its birth as 'Small Car' in 1962.

Many of 'Car' magazine's early features did not carry by-lines, so from the reader's perspective, it is

difficult to establish the precise date of Setright's first contribution, although his Sport Report column was an established fixture from 1966. This enjoyed a prominent position in the magazine, although at first there was little indication of the enormous range of his later work.

In the June 1966 issue, an early photograph of Setright accompanied an interview with Colin Chapman, the founder of Lotus. The picture shows a distinguished looking gentleman with an extravagant moustache,

although at this early stage, there was no evidence of the monocles, hats, capes, cigarette holders or other accessories in later photos.

For the reader, these props contributed to the air of exotic mystery that surrounded Setright to the end. Considering the extent of his output, he disclosed surprisingly little in print about his personal background or circumstances.

One wonders what those who encountered him on the road made of him. He sometimes gave a clue, as here during his 1967 account of the Lamborghini Miura: 'The man at the Swiss customs smiled indulgently when I told him that the Miura was simply a Mini Cooper turned back to front.'

In December 1966, a piece appeared that set the pattern for much of Setright's later work for 'Car'. In it, he records his impressions of the Jensen FF, a remarkable car that scored two notable

firsts: the use of four-wheel drive for improved traction on a fast road car, years before the Audi Quattro, and Maxaret anti-lock brakes. It is the only car test where the words 'Jupiter Pluvius' may be read.

His precise, elegant prose conveys the purpose and possibilities of these then-unfamiliar technical features with superb clarity, and, while he could be a stern critic of the motor industry's more half-hearted products, Setright was generous in his praise of genuine innovations.

Carmakers were bolder then, and like Jensen, they often bet their companies on untried technologies. Daring, advanced models of the late Sixties and early Seventies, such as NSU's rotary-engined Ro80 and Citroën's GS and SM, didn't always live up to their promise, but they brought out the best in Setright's writing, which often combined with

VALE LJK SETRIGHT

I never met LJK [Leonard] Setright, but I am sure I was not the only person who knew him only by his work to have been saddened by the news of his death.

Over the course of a career spanning several decades he wrote a number books on motoring subjects, including 'Drive On!', his fascinating social history of the motor car. ['Drive On!' is in the CCOCA library and is a book that is well worth borrowing. Ed.] He contributed to many magazines and newspapers, including this one. But he was best known

LJK Setright, and the rest of the writers that made up the 'Frontline' crew for 'Car' in 1990. The others? George Bishop [now sadly deceased], and Phil Llewellyn on the extreme right. All 3, great ambassadors for Citroën.



the outstanding artwork and photography for which Car was justly famous to brilliant effect. Here he is on the GS, in 1971: 'According to Voltaire, 'the secret of art is to improve on nature'. It is a peculiarly French attitude, one

the vital bit – Setright-ian skill, it was possible to ease the lever between gears without operating the clutch. My parents owned one of the then-new 305s, and I did much of my early driving in it; I was tempted to copy Setright's technique, but never quite summoned up the courage to try.

There was an assumption on Setright's part that you, the reader, would be as well read as he: 'You will remember from reading your Suetonius that the proudest boast of the Roman Emperor Augustus was that he had found the city brick and left it marble. In the same vein, Citroën may claim to have found the automobile a motorised cart and made of it a magic carpet.'

He wrote warmly about other models he ran for long periods, such as the Volkswagen Scirocco Storm and, more recently, the Honda Prelude. Most famously, he was a long-standing Bristol enthusiast.

Setright contributed to 'Car' well into the Nineties, and he was recalled at least once to contribute to commemorative issues when the magazine celebrated milestones in its history. But if you want to read Setright in his prime, it is well worth tracking down old copies of 'Car' from the Sixties and Seventies via eBay or dealers in second-hand car magazines and brochures. For a mere £5 or so – not much more than the cover

price of today's glossy mags – you can experience the master at his best.

This article first appeared in 'The Independent' on September 20, 2005.

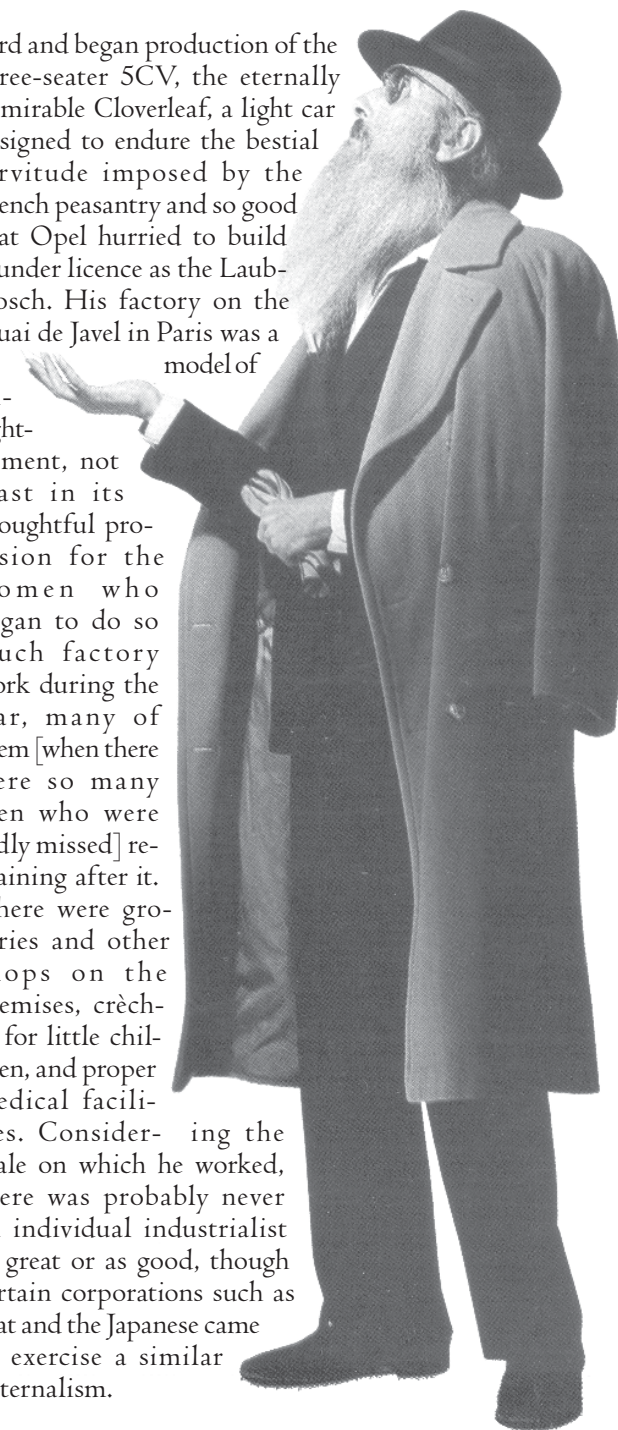
LJK Setright over the decades wrote lovingly of Citroën, the marque, and of many of the models from this manufacturer. I have included below just some of his Citroën-related comments that can be found in his last book, 'Drive On! A Social History of the Motor Car'. If you only read one more motoring book in your life, I cannot recommend too highly to you that it should be this one.

Leigh F Miles

What was more important was what was happening at the other end of the gamut, where an absolutely brilliant little man [petulantly described by Louis Renault, the even tenor of whose meanness had been grievously disturbed, as 'le petit Juif'] had set about mass-production in the style of Henry Ford. This was André Citroën, erstwhile chief engineer of Mors and more lately the wartime savour of France's ammunition industry, who had in a month set up Europe's first real line-assembly plant and took 20,000 orders at the 1919 Salon for his Type A tourer [which incidentally was the first low-priced car to embody electric lighting and starting], satisfying half of them within a year. His affairs went so well that in 1922 he took over Clement-Ba-

yard and began production of the three-seater 5CV, the eternally admirable Cloverleaf, a light car designed to endure the bestial servitude imposed by the French peasantry and so good that Opel hurried to build it under licence as the Laubfrosch. His factory on the Quai de Javel in Paris was a model of

enlightenment, not least in its thoughtful provision for the women who began to do so much factory work during the war, many of them [when there were so many men who were sadly missed] remaining after it. There were groceries and other shops on the premises, crèches for little children, and proper medical facilities. Considering the scale on which he worked, there was probably never an individual industrialist as great or as good, though certain corporations such as Fiat and the Japanese came to exercise a similar paternalism.



VALE LJK SETRIGHT

that is manifested as much in their engineering as in their graphic, plastic or musical artefacts. In their automotive engineering it is especially apparent...

Setright did not just write about cars; his long-running Handlebars column provided a platform for his views on motorcycles, and he often analysed and explained the finer points of in-car entertainment. But whatever his subject, his extensive knowledge of art, music, history and a dozen other fields shone through.

Another distinctive feature of Setright's writing was that it often contained intriguing references to unusual advanced driving techniques. His long-term tests for 'Car' of the Peugeot 305 in the late Seventies, for example, praised the ease with which it was possible to execute something called a clutchless gear-change.

I am not sure I ever entirely understood what this involved, but as far as I could tell, he had discovered that given a particular combination of road speed, engine speed and – this was probably

SETRIGHT ON THE TRACTION AVANT

In France there was a man who made his own way, and thus made the way literally smooth for the people, a man whose name had shone in 250,000 lights from the

its prompt and definitive derivative the Onze Legere distinctive. Then the proportions began to show: the car was wider and lower than cars in its class commonly were. A look inside showed that, despite the lowness, there was

no propeller shaft tunnel combining with the chassis to turn the floor

into the semblance of an of an egg-crate, as was the case with low-built but otherwise conventional cars; this car did not have a chassis either. The floor was not even encumbered by the gearlever, which instead protruded from the dashboard. This car, then the most modern and forward-looking production car in the world, had front-wheel-drive.

Early specimens needed a greasing of the driveshafts every 500miles [or was it 500km?], but the major mechanical problems were overcome and the Citroën rightly flourished.

Rightly, but for the wrong reasons. The truth was that its unitary hull made it lower, lighter, and stiffer than conventional saloons; its wide track, long wheelbase, and minimal overhangs, made it stable; and its low power made it insensitive to mid-corner throttlings.

People ascribed all its virtues to front-wheel drive, but perhaps only in one way did it help. A front-drive car is naturally nose-heavy; add to this the debasement of the front tyres' cornering power

by the camber changes induced by the independent suspension which was a natural corollary of front-drive; add the further debasement caused by the sheer loads on the tyres, which in those days were skinny affairs running closer to their limits than today – and the result was a pronounced understeer that the unskilled driver, and especially the fast unskilled driver, found very forgiving.

SETRIGHT ON THE 2CV

Something even longer-lasting made its appearance in France that year [1948], when Citroën unveiled the 2CV upon which they had been working since the prewar prototype had been recovered from its hiding-place. It was such a car – a car of studied utility, remorseless economy, and irrefutable logic – millions of folk had wanted since 1945; millions would still do well to have it today.

SETRIGHT ON THE DS

When autumn had softened the agonies of that horrific summer, France had cause to rejoice again in l'automobilisme. She had created a car, a production car meant for the ordinary man in the street, sublimely endowed with such complexities of execution and refinement of conception as made the bristling technology of the racing Mercedes-Benz appear merely the laborious handicraft of gifted mechanics. The Citroën DS was an engineer's car, the thinking man's car, far and away the most modern car in the world, not only in 1955 but for at least

15 years until another even cleverer Citroën should emerge from the closeted brains of that most uncompromisingly logical of design teams.

The Citroën DS should have had a flat-six engine, either water- or air-cooled and with either a carburettor or fuel injection, when it first appeared. It should have acquired active suspension

Eiffel tower in 1925. Since 1926 he had extra factories in Belgium, England, Germany and Italy; and in 1933 he set about demolishing his main Paris factory and building a new one able to make 1,000 cars a day – while somehow maintaining production of 360 a day in the midst of the reconstruction. Le petit Juif had determined to introduce a front-wheel-drive car, a stiff squat Budd body with an independently sprung wheel at each of its pressed-steel corners. It would be quite fast, quite economical; it would enjoy unprecedented stability, undying fame; it would stay in production for a whole generation, father a whole genus of popular cars; and it would cost him his livelihood, if not his life. The Citroën 7CV Traction Avant took rationalist France by storm when it appeared in 1934.

Not until 1934 was there a car which seriously [that is addressing all commercial considerations] made an onslaught on the conventions whereby car design was trapped. At first sight, it was the absence of running-boards that made the Citroën 7A and

VALE LJK SETRIGHT

Opposite: LJK Setright and the prototype 2CV, from 'Classic Cars' in 1997. 'The 2CV was not really small. It was merely light and frugal'.



before it gave way to the CX. These things, though readied, were just too much for the firm's production resources, alas; but it was more than enough that the original DS already had powered high-pressure hydraulics to

achieved no more than that, it was not the fault of Citroën; it was the fault of everybody else.

SETRIGHT ON THE SM & GS

No manufacturer was ever more serious than Citroën, and none [until the firm was acquired by, and ground under the heel of, Peugeot, whose irrational and ob-

sessive boss Jacques Calvert demonstrated that he was by nature as well as by career a politician] ever displayed more contempt for what was popular.

The 1970 Citroën SM was a low-drag, high-density demonstration of what could be done for the modern car by systems engineering. This discipline had become very highly developed in the dauntingly complex machinery of aviation; it was a much simpler aid to modern flight, the rocket engine, which that year drove Gary Gabelich across the Utah salt at 622.4ImpH, so that man could now proclaim that he had exceeded 1,000kph on wheels. The Citroën GS, of that same year, was no rocket, but it shared with the SM the best steering geometry ever built into a production car. [Zero caster, zero camber, zero kingpin inclination; with so many corruptive influences removed, any messages conveyed by the steering wheel were likely to be true.] Production was what was amazing about the GS: to mass-produce a car with powered hydraulics for self-level-

serve the brakes, the steering, the gearchange, and the self-levelling suspension. It also had perfectly progressive nitrogen springing, disk front brakes [Citroën's own], automatic load-sensitive lock-inhibition for the rear brakes, Michelin X radial-ply tyres [that particular revolution began when the X became the standard fitment on the previous model], a detachable roof of translucent resin-bonded glassfibre, front-wheel-drive stability, and a drag coefficient rivalling that of the slippery little Porsche coupé.

No car had ever been cleverer. No car was ever braver. The DS should have inspired the world to embark on a new course of motoring engineering, to accept and advance the new standards that Citroën had set. All it did was to gratify the desires of 1.3million people, to stimulate a lot of arguments, to expose a great deal of ignorance, and to stand as a lasting reproach to the rest of the industry whenever we compared what they were making with what, on the evidence of the DS, they should have been making. If it

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ling ride, ride height control, and braking – not to mention a most elegant air-cooled flat four engine, an immensely strong gearbox, an aerodynamically exceptional body, and detail felicities beyond number – would have been beyond the

the lower middle classes, Citroën extended their range of sophisticated saloons downwards [as distinct from tarding up their economy cars, as others might] with the BX, which brought their admired hydropneumatic suspension into a broader market-place. It also addressed a

matter of growing concern, which was the cost of repairing body damage in a car that was all body: extending their principles of removable and replaceable panels, and using lots of plastics, they enabled the owner of a BX to dismantle much of the body using only a Philips screwdriver. ⚡ These excerpts are taken from 'Drive On!', by LJK Setright, published by Granta Books, London.

ability of half the world's mass producers, and beyond the comprehension of the other half.

If the SM demonstrated systems, the GS demonstrated logic; and if the Fiat 128 has been inadequately acknowledged as the most influential car so far, the Citroën GS deserves appraisal as one of the most meritorious.

SETRIGHT ON THE BX
Conscious of their obligations to

VALE LJK SETRIGHT



As motoring prices gallop remorselessly higher, drivers are looking to cut fuel costs. Some are going for more efficient small cars. Those with deeper pockets are buying hybrids which use even less fuel. But Roy Begelhole is motoring in a 28-year-old French car which uses an incredible three litres per 100kilometres. Peter Collins reports...

Warrnambool resident, and CCOCA member, Roy Begelhole has a better reason than many to appreciate French cars. His family connection with France goes back at least five centuries.

So, it was no surprise that he has three Citroëns in his car collection.

The maintenance engineer – a self-confessed motoring fanatic – had his first French car, a Big Six Traction Avant, when he was a teenager. He and a mate used it to tow their hot rod to speedway meetings.

'We also used to hoon around and chase girls. We paid £50 for it and later sold it to another guy. Today it would be worth about \$30,000,' Roy said.

His next was a 1954 Citroën Big 15, which he bought about 20 years ago and totally rebuilt.

A 1970 DS 21 Special with the trademark fluid suspension was next in his collection, which also includes a 1910 Vulcan tourer and a 1927 Whippet tourer.

But his quest to own a baby

2CV Citroën was not satisfied until he heard about a 1981 Dyane in the Blue Mountains, near Sydney. The Dyane is the 'luxury' version of the two-cylinder classic, which was first produced in 1948 and became one of the most famous

cars in history.

'The bloke had bought it second-hand in England, toured England and Ireland in the late '80s and shipped it back to Australia in 1991. He used it for a while and then put it off the road,' Roy said.

'I bought it after looking at photographs and he delivered it to Geelong on a trailer. I paid about \$3,000 for it.'

However, the Dyane was a bit worse for wear with a rusty body and a 'crook' chassis, so Roy – a self-taught mechanic and panel beater – spent the next six months of his spare time rebuilding the body and chassis. He also put a new set of rings in the 602cc motor and gave the rest of the mechanicals a thorough check-over.

'We wanted it ready for the 2CV Raid Australia in 2000,' he said.

Almost 70 of the little 2CVs from various parts of the globe were entered. Under the rules, the maximum total weight of the car and contents is a tonne. So, Roy and his wife Esther had to pack their 700kg car as economically

TIGGER TIME

Opposite: Roy in typical Dyane/2CV mode – through the roof and leaning on the windscreen surround. This illustration accompanied the original press article.

TIGGER TIME



as possible.

Into the tiny vehicle went an extra 20kg of petrol, 20kg of water, tent, sleeping bags, clothing and food. It was to be their 'home' for the next six weeks.

They left Warrnambool and

got 55mpg sitting at 100kph on the open road, but it got back to 35mpg on the rugged sandy tracks.'

The Citroën's unique swing-arm, fore-aft linked suspension system enabled the Begelhole's to travel up to 100kph on corrugated roads. 'Once you

get used to the body roll, it's easy to drive. It can comfortably sit on 100 to 110kph highway speeds.'

Maximum speed through the four-speed gearbox is 115kph with the motor spinning at about 6,000rpm.

After the big northern Raid in 2000, the Dyane ran a more leisurely life around Warrnambool until the Begelholes loaded

drove via the rugged Oodnadatta Track to Alice Springs where the Raid started. From Alice Springs, the convoy headed to Mount Isa, through the Gulf district to Cairns, up to Cape York and back to Cairns. Then the Begelholes drove back to Warrnambool.

'We went through places where four-wheel-drives were getting bogged,' Roy boasted. 'I

TIGGER TIME



up again for another Raid in 2004 around northern Victoria and New South Wales.

They drove their little car through the Big Desert, Swan Hill, Beechworth, Dargo, up to Canberra and back to Victoria.

Roy had earlier helped survey the route by travelling most of it in his 'other car', a Mitsubishi Pajero.

In 2008, they plan to take part in another Raid around Western Australia. 'You've got to be a bit crazy to do one of these runs,' Roy said.

He calls his little burnt orange Citroën 'Tigger' because – like the character in 'Winnie the Pooh' – it is light and agile on its feet.

His secret to mechanical reliability is to change the oil and filter every

1,600km [1,000miles].

The 2CVs were originally built for French peasants and could be driven over a ploughed field carrying a basket of eggs without breaking one.

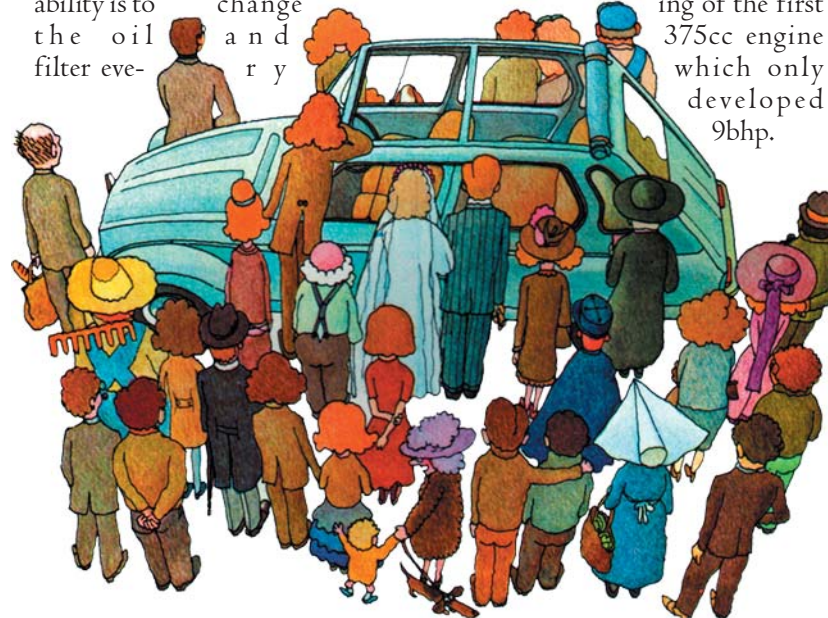
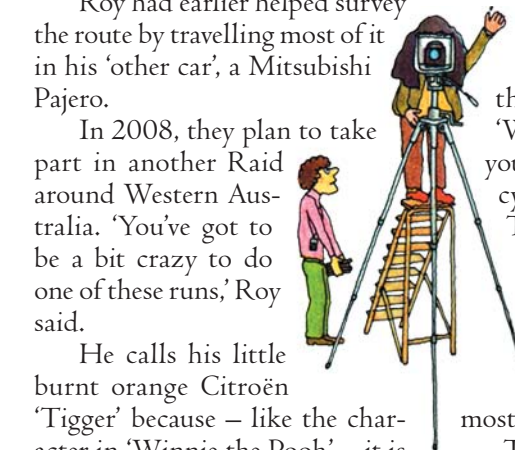
'I've seen pictures of them towing caravans and tandem trailers,' Roy said.

His machine has a twin throat Webber carburettor. 'When you're at full throttle you have a carby barrel for each cylinder.'

TAIL END

When Citroën launched the radical little 2CV car in 1948 it caught the motor-ing world by surprise, but soon became one of the most popular cars in history.

The 2CV label is French for deux chevaux, literally 'two horses', from the tax horsepower rating of the first 375cc engine which only developed 9bhp.



Opposite: Roy proudly standing by 'Tigger' at a Club Concours d'Elegance.

This page, and over leaf are the images from the back and front covers of an English brochure for the Dyane, dating from 1972, in the editor's collection.

Dubbed 'The Tin Snail' by English critics, it proved that simplicity really works.

A total of 3,872,583 2CV 'limousines' and even more derivatives were produced between 1948 and 1990 before finally succumb-

Boulanger later also had the roof raised to allow him to wear a hat while driving.

When Citroën finally unveiled the car at the Paris Salon in 1948, journalists laughed at it. But there was a three-year waiting list within months.

The body was constructed on a dual H-frame

chassis, an aeroplane-style tube framework and a very thin steel shell, propelled by a flat-twin air-cooled engine.

Front-wheel drive made the car easy and safe to drive. The canvas roof could be rolled completely open. The seats were hammocks suspended from the roof by wires..

This article first appeared in 'The Warrnambool Standard', on June 25, 2005.

As this magazine is to be circulated to everyone at Deniliquin, I thought it would be a good time to recap on our spares situation. While we stock predominantly parts for Tractions, we also have some parts for both ID and later DS series cars. So if there is something you

are looking for it may be worth trying us for those as well. We are still operating on the same system that was started when I took over the spare parts role in September 2002. That is we put a small margin on all parts to cover our costs and to make a few dollars for the Club. But if you join the Club's Spare Parts Scheme, then for a once-only payment of \$100, you receive a 10% discount on these prices. Mathematically, this effectively halves the Club's margin and makes very economical buying for our members and eliminates your hassle of finding, buying and landing these parts. It also assists in minimizing Club membership costs.

Over the next few magazines Leigh will reprint various technical articles that have been published in the past but still have great interest particularly to the newer members. These articles, were written by Jack Weaver, Gerry Propsting, Bernie Hadaway and Warren Seidel to name just a few. They cover diverse areas from engine and clutch to gearbox, oil leaks, weighing your

Traction and many other useful ideas for maintaining your car in the best possible condition. The information in these articles is so vital and based on the very wide experience that the writers have between them.

The first article on clutches was written by Jack Weaver and the other by Gerry Propsting, both of these writers have a different way of arriving at the same point and both are correct but there are small points in both articles that differ slightly and they should both be read very carefully. The clutch in a Traction should be a pleasure to operate and should be both smooth and light; if this does not describe your car then you have a problem. Read the articles carefully and work toward giving yourself a nicer car to drive.

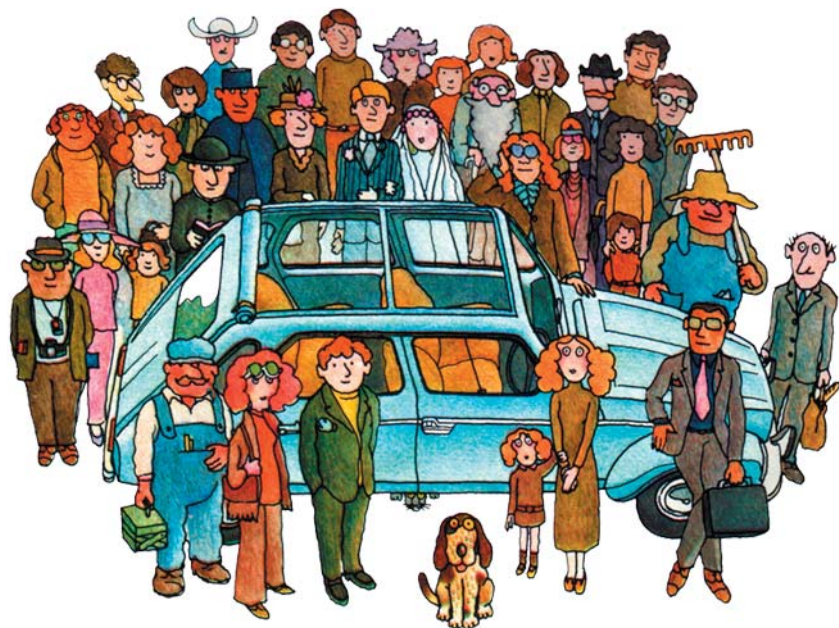
The pressure plate in a Traction is a standard Borg and Beck unit but Citroën do not use the standard finger height setting. This is where some people get into trouble as their clutch and brake shop will set them to the original Borg and Beck specification which will give a hard pedal as the finger height is too low.

Other factors that affect clutches are of course engine mountings and particularly the front cradle bolts. The four nuts on this need to be extremely tight as any movement of the cradle

TIGGER TIME

ing to customer demands for more speed, comfort and safety.

Pierre Boulanger's early 1930s design brief – said by some to be astonishingly radical for its time – was for a low-priced, rugged 'umbrella on four wheels'. It was to enable two peasants to drive 100kg of farm goods to market at 60kph, in clogs, across muddy, unpaved roads if necessary and use no more than three litres of petrol to travel 100km.



SPARE NEWS

subjects the car to vibration when taking off, this is often attributed incorrectly to the clutch when all it takes is to tighten those four cradle nuts.

See you in Deniliquin.
Rob Little



not Light 15s.] Normally a clutch plate down to 7mm thick is still serviceable and worth re-fitting.

Run a hacksaw blade through the slots in the toggle bolts to clear the staked-in parts of the adjusting nuts. Carefully undo the nuts

one turn at a time and in sequence until the pressure plate 'falls apart'

into its component pieces. You should then have:-

- 1 machined outer ring with a pressed steel plate bolted in it
- 1 pressure pad [an iron casting]
- 9 springs
- 3 toggle bolts
- 3 adjusting bolts
- 3 toggle washers
- 3 clutch fingers.

Check the friction drive faces of both the flywheel and pressure pads. If scored or severely heat cracked, they will have to be machined before re-assembly.

When checking the spring lengths a 75mm length of dowel which fits snugly inside the springs will keep them end to end when clamping them in the vice and ensures each pair tested is compressed equally. The springs are also less prone to shoot off at a tangent around the workshop.

Assuming now you have nine matched springs, a good pressure pad, three fingers and a set of toggle bolts, nuts and washers, clean them and proceed to assemble the pressure plate. Make sure the springs are properly seated on the

pressure pad and in the steel pressing. Pull the toggle bolts through from the pressure pad side, drop on the fingers and the hardened washers, then start threading the adjusting nuts onto the toggle bolt threads. Sequentially tighten the nuts, one turn at a time, until about 3mm of thread projects through the nuts.

Put a flywheel on the bench, sit the clutch plate on it, centralise it by eye, then fit the pressure plate [ensure the hollow dowel in the pressure plate lines-up with the dowel hole in the flywheel]. Fit and tighten in sequence, the bolts holding the pressure plate to the flywheel making sure it is down evenly.

Now, after that comes the good part. Citroën being in the northern hemisphere measure from the flywheel-side up. We, in the southern hemisphere measure from the machine face of the pressure plate down. This is when we put the steel rule across the top face and use our metal block as a 19mm feeler gauge to set each finger in turn. When all three fingers give a neat sliding fit of the gauge between the bottom of this rule and the finger, use the end of the hammer handle to thump each finger in turn, three or four times. Check, adjust, thump and check until there is no further change after the thumping part of the operation. At this point, use either an old screwdriver or a thin chisel to stake the machined tops of the adjusting nuts into the slots in the

toggle bolts to lock them. Thump and check the finger heights after staking the nuts onto the toggle bolts. Refit all the components you removed from the camshaft, using either a Light 15 spigot shaft as or a spiggoting tool to centralise the clutch plate before tightening the pressure plate bolts.

On the right hand side of the bell housing, slacken the lock nut at the clutch cross shaft stop and, with a screw driver, unscrew the adjusting screw the adjusting screw 12 turns, or so. Refit the transmission assembly, taking care not to omit the Oldham coupling between the auxiliary drive and the camshaft. Tighten all the bell housing bolts, making sure the bell housing is up evenly. With the left hand, take hold of the clutch lever on the left side of the bell housing – at point it should move back and forth quite easily. Push it lightly towards the rear of the car, the clutch thrust should then be just touching the clutch fingers. Holding it there, use a screwdriver to screw in the stop which you had screwed well out before re-fitting the transmission. Screw the stop in until it just touches the clutch cross shaft, then screw it back out three full turns and tighten the lock nut. This gives the fingers 3mm from the clutch thrust. As the facings wear, the fingers rise and clearance decreases until it is non-existent. Initially, this wear occurs rapidly on a new clutch and should therefore be checked regularly.



SPARE NEWS

The clutch's pressure plate is a conventional Borg and Beck design. But, Citroën – being Citroën – do not set the fingers at what would be a conventional height. This is the mistake most clutch specialists make when setting a 4-cylinder pressure plate, and results is a clutch with a long, non-progressive engagement and a generally 'soggy' feel.

For 'our' method, all the 'special' tools you need are something similar to a 300mm steel rule and a piece of metal 19mm square [or at least in one dimension] and between 25 and 50mm long. This is the 'feeler gauge'.

With the engine out, the transmission off at the bell housing and the pressure plate removed, examine the clutch plate. If it has a 'cushion' centre, the cushion springs should not be broken to loose. None of the wave plates or their rivets should be cracked, broken or missing. The retaining rivet heads should be well below the surface of the facings. The thickness of a new clutch plate is around 8mm, [Trucks and tractors are some 11mm thick, but



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