

FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE
FOR CITROËN OWNERS AND ENTHUSIASTS



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

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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.

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COVER IMAGE

The cover image is taken from Traxion volume 27 #12, the magazine of Traction Avant Nederland Club calendar and depicts a Traction competing in the 1938 Harz Rally in Germany and is from the archives of the ANWB.

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: Sue & Yellowy Bryant, Ted Cross, Ian McDermott, James Simkins and Brian Wade

DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, May 15, 2009.

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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 or spareparts@citroenclassic.org.au [If you phone, please do it at a reasonable hour.]

CLUB SHOP

For Citroën models, memorabilia and other items contact Ted Cross on [03] 9819 2208 or clubshop@citroenclassic.org.au

OTHER CLUBS

VIC: www.citcarclubvic.org.au
NSW: www.citroencarclub.org.au/
WA: www.citroenwa.com.au
QLD: www.citroenclub.org
www.doublechevrans.aunz.com

Volume 33, Number 1 – the start of another CCOCA year. And, I hope, the start of another round of great Citroën articles to keep you all happy.

At the AGM I reported that during 2008/09 two major publica-

tions had given us permission to re-print articles. This gives us access to the 'Daily Telegraph' in London [for whom the like of 'Top Gear's' James May writes] and to 'Auto&Design' magazine, published in Italy. This, I believe makes us unique in the Citroën-club world – unfettered access to some the best automotive journalism in the world.

Having said that, there is nothing from either of those publications this issue.

We do however, have two excellent Traction articles from James

Simkins. James hails from South Africa, has lived in Sydney and now calls the USA home.

The first appeared first in 'Classic and Sportscar' and the second was originally written for the South African Citroën Club.

Finally, Ian McDermott's long-promised article on weighing your Traction has surfaced. Discover new uses for your bathroom scales on page 32.

Sue and Yellowy Bryant tell me that bookings for OzTraction as progressing really well. Remember that spaces this year are strictly limited and if you do not register soon, the spaces may all be gone. It would be a real shame for you to miss Wheatland Wandering OzTraction.

Enjoy,
Leigh F Miles



With this issue we are heading into winter. Recently we have had a huge number of activities involving CCOCA members, which is a good sign of an active club membership. If you are not restoring your Citroën you should be driving it!

At the French Car Festival, in Melbourne, our member, John Buckley had his beautiful 1949 Traction Avant on display for the first time [after a 30years ownership] and won the prize for the best Citroën. Congratulations John, I am extremely pleased you received this award for all of your efforts over the past few years.

This year's CitIn was a fantastic event for those who attended and the local committee deserves everyone's gratitude for a job well done. I know my good friends Liz Pike and John Henderson personally spent untold hours honing the event and Les Tapping and the entire committee are to be congratulated. We met many old friends and quite a few new ones and this is what these events provide. A great selection of Citroëns was on display and they even resurrected the Motorkhana, which was expertly run by Chris Bennett.

Now we can look forward to the next CitIn, which will be held in Tasmania.

Your membership fee for 2009/10 is now due. Renewal forms were sent with the last edition of 'Front Drive', however inadvertently some of you who have already paid

for the coming year received renewal forms. We apologise for this. If there is a renewal form with this edition of 'Front Drive', then you can be pretty certain we have not received your payment. If you are un-sure just contact the Membership Secretary

for guidance.

Recent cost increases [including printing, postage and insurance] have forced us to increase the membership fee this year – for the first time in many years. We hope you will agree that membership of CCOCA remains great value for money.

The other important event for you to join is the annual Traction June Long Week End – this year OzTraction will be run in Horsham. This is a great town to visit and Leigh and Sue are bound to have a list of great things to do. So do not wait until the last moment – sign up now while there is still space. We hope to see you there.

The final important 'once in a life time' event is the 75th Anniversary Traction run which Brian and Esther Wade have organised for us all. I think there may still be a final few spaces available before the entries are permanently closed. If you remember the DS anniversary event Brian organised so well, you will want to join this special event – but be very, very quick.

Enjoy your Citroën every day.
Ted Cross – 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

● MAY

RACV CLASSIC SHOWCASE

WHEN: Sunday, May 17
TIME: From 9:30am
WHERE: Members' Carpark,
 Flemington Racecourse
 Melway 28, G12
COST: Display car,
 driver & 1 passenger
 Pre-purchase: \$12
 On the day: \$15
 Spectators: \$15pp
BOOKING: Highly
 recommended
CONTACT: Ted Cross,
 president@citroenclassic.org.au
 The RACV Classic Showcase it a



superb opportunity to publicise the Club, in this the 75th Anniversary of the Traction Avant. Remember to pre-book on-line by visiting <http://www.aomc.asn.au/B&Eshow09.htm>. Check the AOMC site for the location of the Citroën display area.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 20 May
TIME: 7:00pm
WHERE: Leigh Miles,
 16 Harrow St., Blackburn South
COST: Cheap eats in Box Hill
BRING: Refreshments
BOOKING: Preferred
CONTACT: Clare Hadaway,
 secretary@citroenclassic.org.au

DAY RUN: 2 ISLANDS IN 1 DAY

WHEN: Sunday, May 24
TIME: 10:30am
FROM: Marine Parade Shopping
 Centre Carpark, San Remo.
 VicRoads 95 G10.
 Town Map303 S8
TO: Churchill and Philip Islands
BRING: Food for the BBQ,
 chairs, etc
COST: Approx \$10
 park entrance fee
BOOKING: Essential by 17 May

CONTACT: Helen Cross
 crossfam@ozemail.com.au

Churchill Island is a conservation park, and the place where Victoria's first crops were grown. Linked by causeway to Phillip Island, the island combines historic buildings, fragrant heritage gardens, ancient Moonah trees and picturesque coastal views. Churchill Island is a working farm with Highland cattle, sheep, ducks, chickens and Clydesdale horses. We will be entertained with Ranger-guided walks and talks and old time farming demonstrations. We will then adjourn to Cowes for a relaxing lunch [BYO picnic or BBQ, facilities in Cowes]. After lunch, we will tour Phillip Island, including Seal Rocks, rugged coastal scenery and Forrest Caves and The Pinnacles.

CLUB MEETING

WHEN: Wednesday, 27 May
TIME: 8:00pm
WHERE: Canterbury Sports
 Ground Pavilion, cnr Chatham
 & Guildford Rds., Canterbury.
 Melway 46, F10
COST: Free
BOOKING: Not required
CONTACT: Annette Molesworth
 activities@citroenclassic.org.au

Come along for a bit of fun tonight. We've downloaded some great movie segments from the internet and we are going to intersperse these with a few rounds of 'Guess That Tune'.

OK, it's not 100% Citroën, but goodness, it sounds like fun! Hot supper, as well

● JUNE

OZTRACTION '09 - WHEATLAND WANDERING

WHEN: Friday, June 5
 to Monday, June 8
WHERE: Horsham
COST: \$125pp
BOOKING: Bookings close
 Friday, May 22
ACCOMMODATION:
 May Park Motor Lodge
 [03] 5382 4477

CONTACT:

Sue Bryant [03] 9885 3179
 or Leigh Miles [03] 9888 7506
 Green Frog Tours are once again pleased to present OzTraction for your delight. Wheatland Wandering will provide you with differing view of the Wimmera. Rather than focusing on the Grampians we will be heading into the wheatbowl of eastern Australia. Places like Rainbow, Rupanyup and Murtoa are on our agenda. Full details are on page 9 and your booking form is with this issue of 'Front Drive'. Remember, this is the last issue of 'Front Drive' to contain a booking form.

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 17 June
TIME: 7:00pm
WHERE: Check with the

Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Clare Hadaway,
secretary@citroenclassic.org.au

A-TRACTIONS

CLUB MEETING

WHEN: Wednesday, 24 June
TIME: 8:00pm
WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury,
Melway 46, F10

COST: Free
BOOKING: Not required
CONTACT: Annette Molesworth
activities@citroenclassic.org.au

Check out the next edition of
'Front Drive' for details of the
June meeting activity

● JULY

COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 15 July
TIME: 7:00pm
WHERE: Check with the
Secretary for this month's venue
COST: Cheap eats
BRING: Refreshments
BOOKING: Preferred
CONTACT: Clare Hadaway,
secretary@citroenclassic.org.au

CLUB MEETING

WHEN: Wednesday, 22 July
TIME: 8:00pm

WHERE: Canterbury Sports
Ground Pavilion, cnr Chatham
& Guildford Rds., Canterbury,
Melway 46, F10

COST: Free
BOOKING: Not required
CONTACT: Annette Molesworth
activities@citroenclassic.org.au

Check the next edition of 'Front
Drive' to confirm these details,
but we hope to visit the Zagame
showroom this month.

In past years we have been invited
to visit Lance Dixon's showroom
in Doncaster, however they have
elected not to host this event in
2009. Clare Hadaway is discuss-
ing other options with Zagame,
and we are very hopeful that they
will host the club.

DAY RUN: FORT NEPEAN & SORRENTO AFTERNOON TEA

WHEN: Sunday, June 28
TIME: 10:00am,
FROM: Brandon Park
Shopping Centre

TO: Portsea
COST: TBC
BOOKING: Essential by
June 19
CONTACT: Annette Molesworth
activities@citroenclassic.org.au

Full details next edition, but Fort
Nepean and the remains of the
Quarantine Station make a great
destination for a Club run.

After our BBQ lunch we will call
in club members Robin and Sue
Smith for afternoon tea. YUM!

In the last two issues of 'Front
Drive' we have been telling
you why Horsham was
chosen as the location for this
year's OzTraction and what we
have planned for your weekend.
Now for those of you who have
booked we look forward to seeing
you on Friday June 5 and please
enjoy the rest of this magazine,
you don't need to read any more
of this article. For the rest of you
who are still to make a decision
please read on.

So why should you con-
sider joining us in Horsham
for OzTraction I hear you say?
Well firstly it is the major social
CCOCA event for the year. It
is the one time when you can
really get to know your fellow
Citroën enthusiasts, with time
for a proper chat, to catch up
with long standing friends and to
make new friends. You can spend
time discussing your motoring
challenges, or discussing the
challenges of living with one who
speaks fluent car!

Secondly it is a good chance
to take your car on a proper
drive, especially for those of you
who have vehicles on Classic and
Historic registration.

Thirdly, life is short and hav-
ing a fun weekend away is good
for the soul.

Lastly you don't want to be the
only one to miss out!

So what is the program for
this weekend in Horsham and its
surrounds?

For those who arrive early

OzTRACTION '09 WHEATLAND WANDERING



enough on Friday night we will be meeting for dinner at the Victoria Park Hotel, please note that this meal has not been included in your rally fee. On Saturday morning there will be a show and shine display in Horsham [ladies this is

we will visit the Wimmera Mallee Pioneer Museum who are hosting the second annual Vintage Rally on Queen's Birthday weekend with a display including tractors and engines, working displays, a blacksmith, draught horsed and car club displays. Our special formal three course dinner will be in

a function room at the Horsham Sports and Community Club. Dress to impress for this event [I have torn my best shirt so now I will have to have a new outfit made just for this event, won't I Sue]. On Monday morning a full cooked breakfast will be served and we will be forced to farewell you for another year.

The recommended accommodation for this event is at the May Park Motor Lodge which has well appointed rooms and is a short walk from the venues for the evening meals. The facilities here include only ground floor units with Queen sized beds in all rooms. The rooms are well equipped with remote control TV, toaster, hair dryer, ironing

board and iron, heating and cooling. There is also a heated pool and spa, so don't forget to pack your bathers so you can relax at the end of the busy day.

So what do you need to do to book? Firstly mark it in your diary and make sure you don't double book the weekend. Secondly complete and return the form that is included with this issue of Front Drive. Thirdly book your accommodation with Tim at the May Park Motor Lodge

We do hope you will join us in Horsham for OzTraction this June.

Yellowy Bear,
on behalf of GFT
WHAT'S DOING?



Note: items shown in italics are additional to the Rally Fee, but are options recommended by Green Frog Tours.

☞ Friday, June 5

♦ *Dinner with Leigh and Sue at the Victoria Park Hotel in the bistro, from 7:00pm*

☞ Saturday, June 6

♦ 'Show & Shine' in central Horsham. Bring your cars to the centre of town and

show the locals what 'real' motoring is all about. Others may prefer to window shop, or just grab a coffee.

♦ *Lunch in town – Green Frog Tours suggests Café Jaz or Paraphernalia as two of the many options.*

♦ Observation Run. Yes, the Iain Mackerras Memorial Trophy is once again 'up for grabs'. The observation run will take you through some of the most interesting wheat towns of the Wimmera – so, even if you do not feel competitive we strongly recommend you join us for the drive.

♦ Dinner is in a private room at the Horsham RSL Club. A three course dinner will be presented. *[Refreshments to your account].*

☞ Sunday, June 7

♦ Yurunga Homestead, Rainbow. Built in 1909 for a local wealthy retailer. We will have a private guided tour of the home and grounds.
♦ Take a walking tour of famous Rainbow Murals,

Below [left to right]: The main street of Rainbow – not just famous for rainbows.

The main homestead at the Wimmera Mallee Pioneer Museum

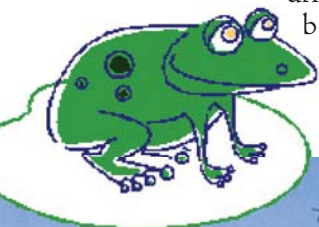
One of the fine homes that line the street of Jeparit, home of the Wimmera Mallee Pioneer Museum

OzTRACTION '09

a great chance to have a coffee and shop while the men speak car]. After lunch the observation run will take you on a tour to explore some towns you may never have had the chance to see. For those of you who are not competitive you don't have to answer the questions and we promise you will not get lost, but think of the prizes you could miss! Dinner on Saturday night will be in a private room at the local RSL, which is only a short walk from our recommended accommodation.

On Sunday morning we are driving out through Warracknabeal to Rainbow to see the town and its murals.

Lunch will be at the Rainbow Hotel. After lunch



OzTRACTION '09

- depicting local history
- A light lunch will be served at The Rainbow Hotel [Refreshments to your account]
- The Wimmera Mallee Pioneer Museum is hosting its 2nd Vintage Rally,

ty Club. Dress to impress. Refreshments from the bar, to your account. Sue and I will arrive early for a pre-dinner drink in the lounge bar.

☞ Monday, June 8

• Farewell breakfast. We re-

turn to the Horsham Sports and Social Club for a cooked breakfast

featuring tractors, engines, working displays, including the blacksmith, draught horses and displays by local car clubs. The museum holds Australia's largest range of agricultural machinery from the 1890s to 1940 and a pioneer town with original buildings including a hall, church, chemist, school, jail and family homesteads. Refreshments are available – so you might care to grab a coffee or tea and maybe a home made cake.

- Sunday's 'formal' dinner is being held at the Horsham Sports and Communi-

before it is time to depart for home.

You will find the last booking form for this great event with this edition of 'Front Drive', simply complete it and send it with you cheque or credit card details to:

OzTraction,
C/o Spotswood Holdings
PO Box 459
Yarra Glen, Vic 3775.

Bookings must close on Friday 22 May.

Remember, accommodation at the May Park Motor Lodge is being held for us until the end of April. Contact them on [03] 5382 4477, or visit their web site www.mayparkmotorlodge.com.au

Left to right:
The historic
centre of
Warrackna-
beal.
Yurunga
Homestead
at Rainbow.



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Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au



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75th Anniversary of The Citroën Traction Avant. 2009 will mark the 75th anniversary of the release of the Citroën Traction Avant. To celebrate this milestone the Citroën Classic Owners Club of

Day 5 sees the Tour travelling southwest to the once thriving railway town of Peterborough

On the way south the we will pass through the almost ghost town of Terowie and the historic copper mining town of Burra.

A special day is planned for day 7 when the Tractions will be on

display at the National Motor Museum at Birdwood.

After leaving the vineyards of the Barossa the rally will head due east travelling through the wheat belts of South Australia and Victoria arriving in Ouyen on the last day. The event will conclude with a dinner and prize presentations on that evening.

TRACTION AVANT 75TH ANNIVERSARY RUN ITINERARY

☞ Day 1: Friday October 2 – Kerang.

☞ Day 2: Saturday October 3 – Kerang to Balranald

☞ Day 3: Sunday October 4 –

Balranald to Wentworth.

☞ Day 4: Monday October 5 – Wentworth to Broken Hill.

☞ Day 5: Tuesday October 6 – Broken Hill to Peterborough.

☞ Day 6: Wednesday October 7 – Peterborough to Tanunda

☞ Day 7: Thursday October 8 – Tanunda to Mannum.

☞ Day 8: Friday October 9 – Mannum to Pinnaroo.

☞ Day 9: Saturday October 10 – Pinnaroo to Ouyen.

The total event distance from Kerang to Ouyen is 1,495km and the Entry Fee is \$150per person.

WHAT IS INCLUDED?

☞ Friday evening Meet and Greet two course meal

☞ Saturday morning breakfast

☞ Monday evening BBQ

☞ Entry to Birdwood museum and lunch

☞ Saturday night dinner

☞ And of course a rally pack full of goodies'

VERY IMPORTANT NOTE:

All accommodation **MUST** booked directly with the accommodation provider, by the entrants, no later than 31 MAY 2009. Accommodation providers will not hold rooms past the above date.

When booking your accommodation mention that you are an entrant in the Citroën Classic Owners Club of Australia's 75th Anniversary Run.

Due to the limited amount of accommodation at some overnight stops, the rally is being limited to 25 cars [TRACTIONS ONLY].

For further enquiries, and to make payments, contact: Brian Wade, PO Box 5089, Eagleby, Qld., 4207

Ph [H] 07 3807 5781

[M] 04 1944 7705

Email: brianesther66@hotmail.com

Brain Wade



Left: Day 6

sees the Anniversary Tour finish the day in Tanunda, in the centre of the famous Barossa Valley. Wine tasting, anyone?

Centre: The 'Fergie' memorial at Balranald.

Right: Bells Milk Bar at Broken Hill – two essentials of Traction Tour.

75 YEARS OF TRACTIONING

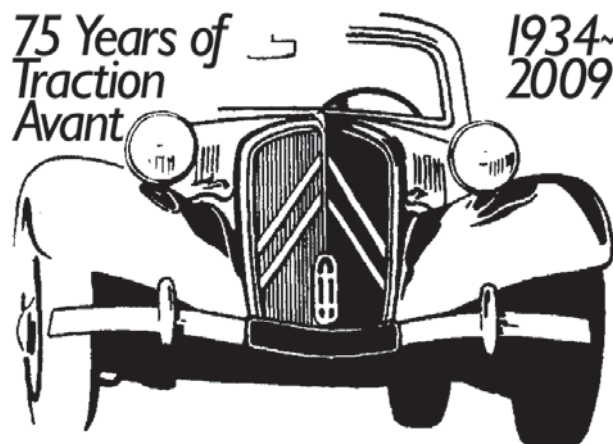
Australia is conducting an event to pay homage to this beloved French icon.

The run will commence on the 2 October 2009 in Kerang, Victoria and conclude 9 days later in Ouyen, Victoria.

During the first 2 days cities and towns that will be visited will include Swan Hill, Balranald, Mildura and Wentworth.

After leaving Wentworth [once considered a possible site for the Nation's capital] the rally will head north to Broken Hill.

Broken Hill and its surroundings are considered the quintessential Australian outback.



It all started in February 1952 when my father Ted Simkins, an electrical engineer by trade, purchased his first 'good' motor car, a pre-owned 1948 Slough-built Citroën Light 15. Having returned to South Africa in 1948,

with 88 Squadron during the war – one of just three survivors of the original pilots of this Boston low-level twin-engine bomber group – he never had to take a driving test or licence. It was automatically granted on the premise that if one could fly, one could drive. There were times later in life that

we queried that hypothesis.

A fine motor vehicle it was, made better by his profession as an electrical engineer and solutions to some of the 'Prince of Darkness' challenges posed by Lucas. It was modified by appropriate relays to address some of the more glaring shortcomings. Dark burgundy leather and deep red carpets, with good legroom and the absence of a transmission tunnel, made it exceptionally spacious inside for a vehicle of those overall dimensions. The entire mechanical aspect of the car was focused to the front of the bulkhead: the only reason that rear wheels were provided was to keep the boot from dragging on the road.

By early May 1952, my mother Daphne was under observation in hospital from complications linked to the arrival of her third son. Me. Her parents were visiting from the UK – in those days it was still possible to circumnavigate Africa, which they did and, in between the events surrounding an addition to the family, my father toured them around South Africa and Southern Rhodesia

[as it was then]. On the morning of 17 May 1952, my mother was discharged from the 'Queen Vic' maternity hospital, with the words 'see you back in 10days or two weeks for the delivery.' Departing the hospital at about 8:30am, mother and father proceeded home, with a stop on the way for some groceries. On arrival back there, my father carried on up the road to a garage he rented – our little house did not have one. Going indoors, my mother suddenly realised that some little guy was in a hurry. It was not going to be another 10days or even 10hours before he arrived. While grandfather was dispatched to recover father and Citroën, grandmother realised that there was some midwifery potential here – and then accompanied my mother in the back seat of said Citroën as rapid progress was made back to the Queen Vic.

Not rapid enough, as it transpired. Despite dark threats of

'don't you dare make a mess of my car' emanating from the driver's seat, by Clarendon Circle [perhaps a mile and a half short] I had arrived in this world. We duly made it to the maternity hospital and walked up to the front door together – well, perhaps a slight exaggeration.

By 1958, visiting Kruger National Park, the Citroën passed the 100,000mile mark. By 1963, after some 146,000miles, she was laid up after running her white metal big ends. My father kept her, originally for a couple of years for my older brother, before I inherited her, with a fine repair and tools manual, in 1970. As a civil engineering student with some knowledge of things mechanical, I enjoyed her as a daily driver for many years.

She stayed with me as I joined the hotel industry in 1972 until, finally a lack of time and money [those who know anything about hotels will be able to readily relate]

PRODIGAL SON

the country of his birth in 1919, it had taken some time to establish himself and his young bride after the challenges of WW2, particularly as they were without the benefits of family and other support systems in the colony, as it was then.

He was mightily proud of that car – solid timber dash, quality carpeting and leather upholstery – a far cry from the austere French fabric, plastic and steel version. Having flown three tours



The author's mother, Daphne, often travelled in the Light 15. Here she is in Rhodesia [as was] with a Ranger.



This image was captured in 1952 when James' grandparents were in Natal for his birth.

I sold her on in 1979, together with a 1951 'big boot' model.

While at university, the Citroën was subject to typical student pranks. Since it had no locking bonnet, some wise guy switched two HT leads – yet we

National Service in the South African military in 1973-'74, not that I was supposed to have transport during that time.

At one point she was a delightful daffodil yellow – before becoming a somewhat more subdued bamboo over chocolate brown, using the natural curves

along the sides and the C-pillar to define the break. She was indeed special.

In the '80s, sans Citroën, my career in hotels developed, and culminated in transfers to Hong

Kong, Los Angeles, Tokyo and Sydney. In 2000, I ended a 28-year association with Westin Hotels & Resorts and headed to Seattle to join an old colleague of mine in a small hotel management firm based in the Pacific north-west. Coincidentally, also the home of a Series 1,4.2 E-type convertible that I had acquired in the early '90s.

Come early 2002 – approaching my 50th birthday – I pined for the old Citroën. I was heading for South Africa for my birthday (and my mother's 80th) and I resolved to try to locate her again. A two-

month advertisement in a national newspaper and an email chain eventually turned up a hot lead three days before my birthday.

The owner at the time was Tony Niemandt and he was initially not interested in even speaking to me. He had acquired the Citroën in 1982, engaged Steve Le Roux, chair [then and now] of the Citroën Car Club of South Africa to restore her to a high level and subsequently put just 11,000 miles on her in 20 years [my father and I had done 273,000 miles in 25 years]. When he heard the story he relented – and then some. He welcomed me, my wife and my mother on the day and hour of the 50th anniversary of my birth. I

PRODIGAL SON

still made it home, if somewhat slower than usual.

On another occasion, with the appropriate spare part not available, I externally connected a condenser that was too large to fit in the distributor. One end came off after nine months but, again, I was able to limp home.

Then, when facing a 400 mile trip back from Durban to register for second-year university I left it to the last moment for overnight travel and enjoyed another 'Lucas moment'. The headlight switch was combined with the ignition switch, so I had a choice of headlights or spark, but not both. The trip was at 25 mph with head out of window, in an effort to see where I was going.

In all the time I used her as a daily driver, however, she always got me home. It was with great delight that I carried a tow rope and was always the first to offer a tow to cars in extremis that were some 20 years younger than mine.

She carried my bride Valerie and myself 3,000 miles on our honeymoon in '75 – Cape Town and the South Cape coast. She was my daily driver during my



A photographer from Maitland, in South Africa, snapped this mid-Fifties slice of parking action. Despite the dominating Mercedes/DKW garage, the parking is predominately English. However, the eagle-eyed amongst you will pick the small boot Traction. This image originally appeared in 'Practical Classics', July 1999.


was able to reinstall my mother on the rear seat of the car and take her out for a drive at the precise time, 50 years on, that I had previously 'inconvenienced' her.

The challenge then became to persuade him to part with her this

So, many years on, the prodigal son returns – that being me.

Future plans include retracing our honeymoon trip with my wife Val – including return visits to the hotels we used then, including the landmark Mount Nelson Hotel in Cape Town.

Then perhaps a tour with 'Classic & Sports Car' - something similar to the Himalaya Rally appeals...

This article, by James Simkins, first appeared in 'Classic and Sports Car' in February 2006. It is reprinted by kind permission of the author. 

PRODIGAL SON

In 1971 James' two Tractions were pushed into service for his wedding.

is a car that evokes great emotion and sense of ownership.

Two and a half years later, he graciously agreed and, in January last year, the transfer was completed. I have a great sense of gratitude to Tony for his understanding of why she is so special to me.



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32/06

URUGUAY TRACTION

This image of a Traction planter box was taken in Uruguay by Andrew and Frances McDougall during their recent trip to South America.

Some 33 years have now passed since my wife Valerie and I undertook the last long trip in my 1948 Citroën Light 15 [Traction Avant]... our honeymoon to Cape Town and points beyond. While Val has

GP in the town of Douglas at the confluence of the Orange and Vaal Rivers, the largest rivers in South Africa. Japie has a collection of four Citroëns, including a DS, SM, C5 and a Traction Avant hot rod and this became our first target destination.

Arriving from the USA a

become smarter with age, I have not and inveigled my son Jonathan to join me on a 2,100km, four-day trip to Cape Town for the wedding of my daughter Kathryn, at the peak of the South African summer.

We decided to go via the hot and dry Northern Cape: parts of the country we had never seen. Late in 2007, I had received an email from a Dr Japie Basson, a

few days prior to departure, we headed to my brother-in-law and accomplished mechanic Trevor Burt, who looks after the Citroën in my absence. We broke a wheel puller trying to remove the front drums for some brake servicing [so had to satisfy ourselves with external adjustments], but otherwise were reasonably happy with her by the day of departure, provided one was to ignore an

occasional squeal from the front bearing of the water pump.

We duly set off on the first leg of some 600 km, early in the morning to try to avoid the worst of the late afternoon heat. Car running beautifully, headlights blazing, we turned onto the Western Bypass Freeway of Johannesburg and headed south. Eight kilometres later, everything shut down... lights, ignition and even the retrofitted CD/MP3 player. Coasting onto the side of the freeway, I recalled an overnight trip back from Durban in 1972, where the Prince of Darkness gave me an option of driving

without headlights or standing still with them on and running down the battery.

Checked connections, tapped the relay... called Trevor for roadside assistance. Suddenly, lights reappeared and she restarted. By now, the sun was rising and we could drive without lights which we considered advisable as clearly something had overheated. Cancelled Trevor and off we went... over the provincial border to the Orange Free State and in great style at a steady and comfortable 80 to 90kph through the agricultural heartland of the country.

Approaching Kimberley on

TOUGH LOVE



secondary roads, we faced the option of saving a total of 50km by taking a 30km dirt road. She had always been pretty comfortable on dirt and the front wheel drive allows one to enjoy drifting gently through the more acute

window, I see the offside rear hub-cap overtaking the car and gracefully exiting the roadway into the overgrown shoulder. 45 minutes later, we found it, but were now really into the heat of the day as we drew many admiring

TOUGH LOVE

curves in the road; so off we went. 20km later, another sound that I recognise from many years before... ping..ng..ng.. ding.. ng..ng. Looking out the passenger

looks and smiles driving through Kimberley and headed west to

Douglas.

She was running well though, we made excellent progress, expecting to be in Douglas in less than 15 minutes before an al-

mighty explosion of steam, and very hot water invaded the cab through the old heating vent on the passenger side of the car. Turns out the extreme pressure in the cooling system had actually blown the one radiator hose off its sleeve... this being a two part hose as clearly the previous replacement was not an original shape.

Japie Basson came out to meet us with large containers of water and we gently covered the final 12km to finish day one. The town is small and only had one supplier

of radiator hose; that being only available in straight lengths. Not to worry, there was an exhaust shop and with some craftsman-like steel tube bending [fortunately of the correct diameter], we created probably the first stainless radiator hose in the history of Citroëns... all this in the midst of a thunderstorm of Biblical proportions. The hospitality of Japie and his mother... fine food with suitable beverages made for a pleasant end to the day.

The next day we were to move on to Upington and the Augra-

Left: Cleaning out of the radiator fins, prior to re-brazing it [right] and re-fitting. All this for just £3!



bies Falls further downstream on the Orange River and we left at a civilized hour and made good progress. After a couple of hours we stopped to admire the very large nest of perhaps 120 pairs of Sociable Weaver birds... and

the fuel pump. We were successful in moving on and in due course stopped in Upington to obtain a more traditional radiator hose, a fire extinguisher [heavy handed filling of the tank had seen some overflow the previous day] and a

TOUGH LOVE

developed a vapour lock in the fuel system. After some time, we realised that some of our now substantial reserves of water would be useful in cooling down

flexible magnet to remove some of the loose metallic crud in the top of

the radiator.

As we crossed the Orange River, the accelerator pedal disappeared up to the top of the firewall. A fairly simple fix of

reconnecting the small ball joint in the engine compartment to the horizontal link to the butterfly connection to the carburettor was undertaken. However, this should have been an indicator of a more significant issue.

During the day, she had sounded increasingly throaty and at one stop we noticed that the final joint of the exhaust had detached itself. Found a drive up ramp and while replacing and tightening it, noted that a large hole was developing in the pipe immediately before the silencer. We moved on and although we were aware of some water consumption in the final 50km into our destination, made it in time for dinner.

Ready to run again in the morning, we came out to find the contents of the radiator had now transferred themselves to the ground below the Citroën. Hmm... now it looked like the radiator itself was leaking from a number of joints. Obviously, the extended high pressure had inflicted some pain. We decided to take a day off and as we had seen an exhaust place not far from where we were and we headed there [with water bottles in hand] to get that done. Big improvement... eliminated four 90° bends [two each side of the silencer] with more gentle curves and she sounded quite civil again.

We heard there was a small radiator repair shop in the next small town – described as a

rondavel and shed next to a large shade tree – on the left past the only traffic light [known as a robot in South Africa] in town. Found it and parked under the tree while we went to talk to the proprietor about possibly re-coring the radiator. I had last done that in the mid '70s. A suitably amazed look at the offending unit confirmed that was not an option, but they believed they could restore it if we removed it from the car.

Parked on an east-west axis under the tree, important as we gradually moved the car to keep it in the shade on this 40° plus day while they opened up the braising, acid bathed the unit and then continuously flushed it while using a rod to open up each channel. Some two hours later, put it all together again, re-braised all the seals and re-sprayed the top and sides gloss black. Delivered the bill... US\$6.20... £3.00... just about the same price as two litre bottles of anti-freeze.

During the course of the day, many local farmers and citizens of the small town stopped to talk to us and look at the Citroën. One took me to his grape farm [this area is noted for sultana and raisin production] and gave us a hat full of some of the sweetest grapes we have ever tasted, another organised accommodation for us that night... good rural hospitality. We also took the opportunity to rotate the tyres, adjust both driver door and boot locks, and



attend other small items that needed attention.

Early the next morning, headed off at dawn on a leg of some 450km to Calvinia, the town that was the place of my father's birth in 1919 and the death of

Escarpment to the coastal plain, I suddenly realised that perhaps our ability to slow ourselves down [never mind stop] was probably compromised and modified our line of attack... second gear and liberal use of the brakes. Smoke/

steam duly arose from the front hubs within the next kilometre

and we stopped to cool down the hubs. That supply of water was once again useful.

Great drive down the coast towards Cape Town [the difference in power at 2,000metres and at sea-level is significant] and enjoyed the looming mass of Table Mountain, now just nine kilometres from our destination when once again the accelerator pedal shot skywards. No problem, we know the fix now... but this time was different, Opening up the bonnet to see the horizontal link missing... the spring steel rod to the butterfly connection on the carburettor had actually snapped.

I could not believe it! But as luck would have it, we were in slow traffic and the link was sitting on the sloping side of the engine compartment, adjacent to the side spring engine mount. What I had not realised before was that the link was failing because the slide adjustment on the bulkhead had moved and the horizontal connection was no longer straight... sufficiently so to snap the spring steel rod. Dumb...

particularly so because there was nothing I could do roadside to get her moving again.

Made the final few kilometres on the back of a AA flat bed truck. Sad, as the Citroën then missed the wedding.

Some good things came out of it though. With the brothers of a good friend of ours in Cape Town we rebuilt the throttle linkage with a new spring steel rod, Mariette Daubenton also found a gentleman by the name of Orville Platelle... a retired Citroën dealer who rallied Tractions and also took his honeymoon in one back

in the '50s. He has done some very high quality work rebuilding the front brakes, the water pump [which had progressively become more unhappy] the instrument cluster, trafficators, tappet settings and the wooden dash.

The next adventure awaits... and I relish the challenge once again. After all, cars are there to be used, albeit reasonably sympathetically.

This article by James Simkins was originally prepared for the Citroën Car Club of South Africa and is reprinted by permission of the author.



TOUGH LOVE

his father exactly 12days later... a victim of the Spanish Flu that had spread from the Northern Hemisphere where it was most devastating the prior year. Semi-light called for the occasional use of headlights for on-coming traffic, with the predictable result that we lost all power again. This time, it did not recover and after thinking about it for some 45minutes, we decided to hot wire the coil from the far side of the voltage regulator. Worked like a dream: although stopping the engine required pulling off the live lead to the coil or deliberately stalling her.

One more chase after the same errant hubcap and an additional reconnection of the accelerator were the only other challenges that day and we duly arrived in Calvinia early in the afternoon.

A pleasant evening, savouring some of the exceptional tasty Karroo lamb and good wine followed and we duly headed to Cape Town in the morning on the final 600km. Heading gaily down the mountain pass from the



A simple way to adjust your Traction's load distribution by Ian McDermott

After fitting new silent blocs in a Traction front axle, one has to adjust the torsion bars to

left and right side of each axle is to be no more than 30kg.

The technique in the manual includes using a set of scales [Special Tool No. 2310-T]. But if each front wheel weighs something like 300kg, where

does one find a set of scales with this capability?

When I was rebuilding my Traction, I was starting to convince myself that it was all too hard, and that setting the heights would have to do. But then I read the following tip on the CTA web site:

'We have noticed that too many Tractions have a poorly

make sure the weight distribution of the car is correct. The workshop manual even says in block letters that this 'is of great importance in the matter of road holding, braking and tyre wear.' It goes on to say 'load distribution is of greater importance than body heights.' The difference in weight between the

adjusted weight on the wheels. When we check this up in our garage we often find differences up to 100-200 kg per wheel. When adjusting the correct height of the car you must also check the pressure on each wheel against the ground. If the distribution of weight is severely off then the car will rest on two wheels diagonally opposite each other. This causes unstable behaviour on the road, it won't handle as well as it should do. The effectiveness of the brakes becomes poor and the car will tend to spin more easily with one front wheel on gravel roads. The tyres will also be worn excessively. The car will be less safe to drive. An accurate weight distribution and height check can only be made by a professional Traction garage, with the proper tools and an absolutely flat floor. Take care after a restoration or repair that the front and rear axle are checked and adjusted according to the repair manual.'

Such dire warnings clearly warrant a solution better than guesswork. Eventually it dawned on me that there is a reasonably simple alternative to the method in the manual.

The items required are:

- ✂ A set of bathroom scales [these are usually good for up to 120 kg].
- ✂ A plank about 2.5 metres long, and having adequate cross-section to safely take

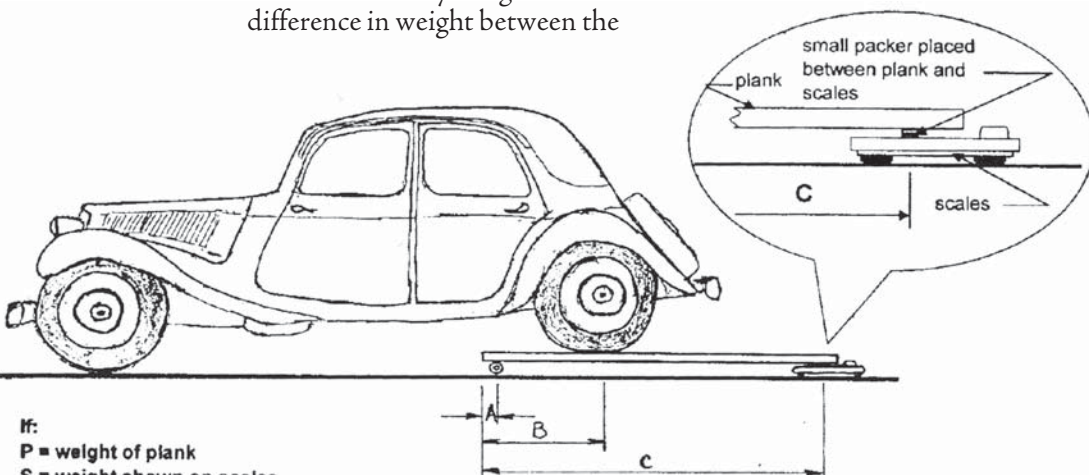
the weight of one wheel of the car. [The plank I used was 240mm x 60mm Oregon].

- ✂ A piece of water pipe to act as a pivot for one end of the plank.
- ✂ A second plank to support the opposite wheel on the same axle of the car at the same height as the one being weighed.
- ✂ Various timber off-cuts, to pack everything up to level.
- ✂ A measuring tape.
- ✂ A plumb bob.

After making sure tyre pressures are even, set the heights under the hull. [Actually, heights can be touchy to measure – bounce the car a few times and it can settle slightly differently]. Then set the car up on the planks as per the attached sketch. As a starting point, the wheel needs to be about ¼ of the way between the pivot and the scales. Carefully measure the distance from the pivot point to the centre of the axle [B], using the plumb bob and the tape measure. Note the weight on the scales. Also record the length of the plank, and dimensions A and C on the sketch. With all this information, the weight of the wheel can be calculated. [As a check, I rolled the car along the plank and took measurements at three places. All calculations came out within a few kg of each other].

After weighing each wheel,

WEIGHING IN



If:
P = weight of plank
S = weight shown on scales
L = length of plank
A = distance from the end of the plank to the pivot point
B = distance from the end of the plank to the centre of the axle
C = distance from the end of the plank to the point where the plank bears on the scales.

Then:

$$\text{Weight of wheel} = \frac{\left(\frac{A}{2}\right)\left(\frac{A}{L}\right)P + (C-A)S - \left(\frac{L-A}{2}\right)\left(\frac{L-A}{L}\right)P}{B-A}$$

it turned out that my car was just over the 30kg limit on both front and back axles. So the next thing was to take the car off the planks, jack it up, adjust the torsion bars a bit, recheck the heights, and go through the

scales at the very ends of the plank. [That would make the calculations simpler]. However, as a first-off job it was easier to set them in from the ends of the plank, and to allow for the overhang in the calculations. And

such allowance is necessary!

Does putting this effort into

weight distribution make a noticeable difference? Other adjustments are also important, but at this stage, I can say that the car looks straight, runs straight on a flat road, doesn't do anything strange in corners, and brakes straight. Is this method accurate? It probably matters more that the method is repeatable, rather than dead accurate. But the weights on the four wheels added up to 1,050kg. Ian McDermott



weighing process again. After a couple of adjustments the weights differed by 10kg on the front axle, and 25kg on the back axle. The heights were still OK. I guess I should have recorded how much difference half a turn on a torsion bar adjuster makes, but I didn't. Suffice to say, half a turn can mean the difference between being in tolerance or out.

Ideally, it would be best to have the pivot point and the

I recently attended an AOMC quarterly meeting at which we were all given a copy of a detailed status report on the position taken by the AOMC and progress being made by VicRo-

Many detail changes to the Club Permit Scheme [CPS] were proposed by VicRoads, the most important being the replacement of the current system of permits for club events, maintenance/preparation and 'special use', by a log book system allowing up to 90 permitted days use.

AOMC, with detailed refinements, has supported the proposal, as has the Australian Street Rod Federation [ASFR]. CAMS maintained no continuing involvement in the discus-

ads, in respect to the review.

The review has been a protracted exercise due to restructuring and resource/priority issues within VicRoads, but in recent months the review has been progressing toward conclusion.

sions until recent times and Federation has put forward an alternative proposal of retaining the current club based CPS scheme for participation in club activities without the need for a log book and in addition complimenting it with a 30 day per annum log book for other non club activities. AOMC does not support the Federation proposal and has informed VicRoads that they still continue to support the VicRoads 90/45 day log book proposal.

AOMC discussions have included the need for a 45 day permit [at reduced cost] for infrequently used vehicles, a simple log book entry requirement and sensible approaches to the classification and approval of replica and modified vehicles. In addition AOMC have made representations to ensure that the nature of the scheme remains car club based and that there will be no stamp duty implications.

The CPS will remain a form of 'permit for use', operated by via the clubs. Clubs will authorise vehicles going onto the scheme and the renewal of the permit each year. Only members of clubs in the scheme will be eligible to have vehicles on the scheme. And clubs will have the opportunity to set their own parameters for the way they choose to implement the scheme. So, if it is important to a club to lay down criteria for participation in club activities, or the limits on vehicle modifi-

cation, then it may do so. Club rules remain the preserve of the clubs.

It is understood that the 90/45 day log book based scheme, which is the neatest and simplest revision to the scheme has been considered by VicRoads management, in preparation for putting the revised proposal to the Minister. Once the fire emergency is over and the need for VicRoads and the Minister to consider special provisions in relation to the fires, it is hoped that the focus will return to the CPS and the move towards implementation of the revisions.

It appears that the clubs will be given the opportunity to comment on the final recommendations once the Minister presents it for public comment. AOMC is anxious that the clubs and their respective membership be fully informed about the recommended changes, implications and benefits prior to giving a response.

The above is a very brief summary of the 7 page letter recently sent to the member clubs by AOMC. For a more comprehensive understanding of the very important proposed changes, processes and the position taken by AOMC, it is strongly recommended that club members who have access to the internet read an electronic copy of the letter on the AOMC website at www.aomc.asn.au

Andrew McDougall



WEIGHING IN

CLUB PERMIT UPDATE

The first mention in 'Front Drive' of the then forthcoming, and now imminent, celebrations for the 75th Anniversary of the Traction Avant was back in 2007. At that stage, July 2009 seemed a long way off. It

75 HEURES, 75 ANS

is now just around the corner.

It does seem only yesterday, for me at any rate, that I was in France in 1984, celebrating the Golden Anniversary of the Traction Avant.

Planning for the 75th Anniversary is almost complete and from the website it seems that there are six Australian booked to attend. While six may not seem a lot – it is more than the three from the USA and the couple from Canada.

The Event will be run under the auspices of the four major European Traction Clubs – Trac-

DATE	ARTOIS EXPO	TOWN CENTRE	EVENING AT PRE FLEURI
Friday, 10 July	11:00 to 19:00 ⌘ Participant's Check In	Reception for the Vehicles in Arras Centre 18:00 ⌘ Official Opening followed by a welcome drink ⌘ Cars on display in Town Centre	19:30 ⌘ Free barbeque for registered Tractionists and passengers
Saturday, 11 July	09:00 to 19:00 ⌘ Museum ⌘ Parts Market ⌘ Autojumble ⌘ Conferences	09:00 to 12:00 ⌘ Arras Town Market ⌘ Arras Town Visits ⌘ Sponsor Visits 13:00 to 19:00 ⌘ "Retro" Fashion Show ⌘ Cars on display in Town Centre	20:00 ⌘ Gala Diner [limited to 350 & Must be pre-booked] ⌘ Period Dress Dance
Sunday, 12 July	09:00 to 19:00 ⌘ Museum ⌘ Parts Market ⌘ Autojumble ⌘ Conferences	09:00 to 12:00 ⌘ Arras Town Visits ⌘ Traction Rides 13:00 to 17:00 ⌘ Vehicle Parade ⌘ An Attraction yet to be announced	⌘ Party Night ⌘ Tombola Draw
Monday, 13 July	09:00 to 13:00 ⌘ Museum ⌘ Parts Market ⌘ Autojumble ⌘ Auction Sale		

ARRAS - juillet 2009 - 75 heures pour les 75 ans de la TRACTION AVANT

tion Owners Club of the UK, La Traction Universalle [France], Traction Avant Nederland and Belgische Oude Citroën Club, with local assistance from Section Nord of La Traction Universalle.

75 HEURES, 75 ANS

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

HOMAGE TO FRANÇOIS LECOT

As part of the celebrations, we plan during these 75 hours to pay particular tribute to François Lecot, we're going for it a challenge to drive a Traction Avant for 75 hours with a 'green' fuel.

⌘ Objective

During the '75 hours for 75 years' we would like to pay homage to an outstanding man and the record he set

which, to this day, has never been equalled. In addition to the 4,000km which we will be driven during this challenge the plan is to run a Traction for a period of 75 hours, from Thursday 9 to Sunday 12 July, and to have the run recognized as a record. To show that old cars do

not necessarily mean pollution we intend to run this Traction on Bio-Fuel, courtesy of our sponsor, TOTAL

⌘ The Car

The car will be loaned to us by 'Vintage Roads'. This company specialises in hiring Classic Cars – and in particular, Citroën Traction. It will be a Traction 11BL which has been specially prepared as a hire car [4-speed gearbox, 12 volt electrics, etc].

⌘ Project plan

The start will be at about 15:00 on Thursday 9 July in

order to finish at about 18:00 on Sunday 12 July, during the 'Grand Parade'. The finish will be in front of a crowd of thousands, including the press and officials. The finish will also coincide with the 'unofficial' start of the Paris-Moscow-Paris which our Dutch friends are organising for the summer of 2009.

The car will travel through the whole of the Department of the Pas de Calais. The route will be a circuit starting in Arras and passing through places of high tourist interest. The itinerary will be given advanced press publicity in order to attract the maximum possible number of spectators along the route.

Teams will drive in relays, day and night, throughout the full 75 hours. Each team will consist of 2 drivers, chosen in advance by lottery from those who have pre-registered for

the event.

⌘ Logistics

We shall require an area in Arras Town where the car will be refuelled and any routine maintenance carried out [fluid levels checked, joints greased, etc.] whilst the driving team hands over to their successors. This will be arranged in conjunction with TOTAL.



ARRAS - juillet 2009 - 75 heures pour les 75 ans de la TRACTION AVANT

A limited selection of spare parts will be prepared to cover any mechanical problems.

Verification

We hope this Challenge will qualify for entry in the Guinness Book of World Records

com/the_shop.htm

Prices? There are postcards at just 12€ for 10, €1 each. Polo shirts in white or royal are €22 and the T-shirts are just €17, and are available in either white or black. The polo has an embroi-

dered logo, while the logo on the T-shirt is printed.

Both are available

in sizes Small to XXLarge.

The blue baseball cap is just €9, complete with the logo embroidered on the front.



75 HEURES, 75 ANS

WHO REMEMBERS TRACTIONNELLA?

Even the Welcome Bag is novel.

A character drawn by Walthéry [Natacha] for Citroën during the '50s! Now, with Walthéry's permission she has been resurrected to create a unique canvas Welcome Bag for the '75 Heures'.

EVENT SHOP

Even if you cannot attend this great event, you can buy some great memorabilia. Just download the order form from the website. <http://www.75heurespour75ans.com>



CLARE HADAWAY - SECRETARY

Sore Shoulder – All Better Now – From a C4

Yes, I am feeling much better now than I was over the Christmas and New Year period. You, see I had just taken a child to kindergarten

and was waiting sedately at a T intersection and a driver came round the corner. As they turned they were hit by a third car and crunched into me. This was on 15 December. Consequently, I was in the hospital for C4's for eight weeks. However, after a bit of 'argy-bargy' with insurance people, workshops and dealers they eventually got me back on the road as good as new. I have no aches and pains whatsoever. In fact...

I have just returned from a fantastic weekend in McLaren Vale in the middle of all the wineries. We were attending the CitIn 09 which was hosted by the South Australian Citroën Club. My keepers, Clare and Bernie, stayed overnight in Horsham on the way up and stayed in the motel room which, if all goes well, we will be staying in during OzTraction on the long weekend in June.

Arriving in McLaren Vale at about 5:00pm on Good Friday, after getting more than lost trying to leave Strathalbyn on the

right road – which we didn't! My driver thought it was this way and his co-navigator [Clare] said it was that way. Anyway, you know who turned out to be right, don't you?

The B & B we stayed in was

FLEET FOLLIES

superb. Really, very English and although I am of French origin I heard Clare say more than once she thought she was back in England and that they hope to go back to the B & B and spend more time there.

The South Australian hosts could not have been more hospitable. I was, of course, parked outside a Bowling Club, a Bocce Club and a winery at different times. I also went to the Show and Shine – I wasn't Shown and I didn't Shine! I wonder why? I was plonked next to a beautifully shiny red C4 and I did feel a little embarrassed.

I witnessed the Motorkhana and watched my fellow Citroëns going through their figures of eight, etc. I was green with envy, as I would love to have been a participant. However, my driver has enough to cope with on the open road, and felt that would be a big ask.

Whilst in the area I was driven to see Clare's goddaughter, whose mother she met on the ship coming out from England in 1951. Clare's friend moved to Adelaide

and, unfortunately is no longer with us, but the two families still keep in close touch.

They finished the weekend at a lovely winery estate and as I looked through the window from the car park they all had a great

We are home and I was very pleased with myself as when we bought diesel it turned out that my fuel consumption average was 3.6litres per 100km. I am very proud of myself, particularly because I did most of it by myself

on cruise control and I know my driver is stingy beyond belief!

I am now looking forward to OzTraction on 5/6/7 June at Horsham. I look forward to seeing more of my Citroën friends there, both young and old. Happy motoring from C4 – UQF 318

time. In fact, you know, Clare won an apron on Saturday night and Bernard one a bottle of wine and a little Easter chocolate bunny on Sunday night. Aren't they lucky ducks?

This is not a picture of me. Clare said she did not have a really flattering photo of me. So here is a picture of my cousin Sebastian taking a leisurely drive in Argentina last year. I asked Clare, 'Why doesn't Bernard take me on drives like this?' She rolled her eyes and said something even Leigh wouldn't publish!



FLEET FOLLIES

FOR SALE

1 9 8 7

2 C V



MUST SELL – PRICE REDUCED TO \$11,250!

Buttermilk yellow with blue and green striped [with thin yellow dividing line] matt roof. With Robri front mudguard trim. This is a particularly cheerful-looking deuch, one of the nicest of the 15 or so I've had in the last 20 years. It has a galvanised chassis, excellent floor, etc, good Ecosse grey upholstery, stereo, rear shelf from Club Cassis and is in very good condition. It has been very reliable, and economical, on my usual driving around south England and down to the Mediterranean, and since then as my daily drive including a weekly 300km commute on a very hilly route. Has 81,950 miles on the clock. Registered number AT 67 QN. Will be re-registered in March. \$11,250ono. Car is on the NSW south coast. Contact Eric Wiseman 04 1490 5411 or, preferably ewiseman@netspeed.com.au. [32/08]

1974 RENAULT 16TS

No ordinary 16TS. Restored in 1998 by Terry Nicholls, this car was bareshell painted in 2Pack Trak Yellow, rebuilt with new 16TX spec motor, and later, a five speed transmission. General condition is good to very good, Mechanically nothing to spend, except rear suspension has trade mark rattle. Interior has new seat inserts in original



camel colour, with SAAS steering wheel. Dunlop Mag wheels, good low profile tyres and twin CIBIE Super Oscars, complete the seventies sporty look. Performance is well above average, exhaust and standard carby has been tuned to motor. Car is very drivable, particularly on highway where 5 speed transmission allows modern cruise speeds. Recent work done on steering alignment and tuning. ACT Historic Reg 741. Price \$9,500 ono. Contact Mike Neil 04 1821 1278 or [02] 6254 1040 [33/01]

1 9 7 4 D Y A N E



Reluctant sale, car is fully registered until 25.5.09 & housed in Brisbane. Reg. 571KBC, Chassis No. CB7CB0499. Owners Manual, 123 ignition, 2 new tyres 59,700km. Price not negotiable. \$6500.00. Intended to make it a Raid car but have bought a DS. Opted for the soft option. Contact Bruce Stringer. 04 1234 2706 or [03] 5250 2727 [32/07]



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