

# FRONT DRIVE

AUSTRALIA'S NATIONAL MAGAZINE  
FOR CITROËN OWNERS AND ENTHUSIASTS



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

AUTUMN '09 Vol 33 No 2

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

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

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

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

## COVER IMAGE

The cover image is a publicity photograph commissioned by Citroën Italy.

## MEMBERSHIP

Annual Membership is \$50. For overseas membership add \$17.50.

## MEETINGS

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

## LIFE MEMBERS

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

Peter Boyle	2003
Jack Weaver	1991
Nance Clark	1984

## CONTRIBUTORS

Contributors to this edition of 'Front Drive' include: Ted Cross, Bernard Hadaway, Clare Hadaway, Geert Jonker, Rob Little, Annette Molesworth, Ruth Pilens, Morrie Pilens, Brian Wade and Eric Wiseman

## DEADLINE

The deadline for the next edition of 'Front Drive' is Friday, June 26, 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. If you do not have a Club Permit Handbook include \$5 and we will return one to you.

## ABOUT TO ARRANGE A CLASSIC/HISTORIC PERMIT FOR YOUR CITROËN?

CH permit applications must be accompanied by a RWC and \$5 to cover the cost of the Club Permit Handbook. 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](mailto: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](mailto:clubshop@citroenclassic.org.au)

## OTHER CLUBS

VIC: [www.citcarclubvic.org.au](http://www.citcarclubvic.org.au)  
NSW: [www.citroencarclub.org.au/](http://www.citroencarclub.org.au/)  
WA: [www.citroenwa.com.au](http://www.citroenwa.com.au)  
QLD: [www.citroenclub.org](http://www.citroenclub.org)  
[www.doublechevrans.aunz.com](http://www.doublechevrans.aunz.com)

**B**y the time this magazine is in your hands it will almost be time for OzTraction, in Horsham. Sue Bryant and I have thoroughly enjoyed putting the event together and we hope that those of you who are joining us will have a great time.

In this edition we are also pleased to introduce you to the Club's new Committee. Oh yes, there are some of the 'usual suspects', but both Ted Cross and I are pleased that we have some new blood and therefore new ideas with us this year. Read about the committee, in their own words on page 14.

While bookings for OzTraction are well and truly closed, you still have time to book for Brian Wade's fantastic trip to celebrate the 75th Anniversary of the Traction. This event has been very popular, but there are still a couple of spaces left.

On the A-Tractions front, please be sure to note that we have a guest speaker for June [so a bit turn up, please] and we are off to Zagame's Citroën Showroom in July. Annette Molesworth, and the rest of the Committee are committed to ensuring that forthcoming monthly meetings are re-vitalised and have real purpose for the benefit of members.

Some notes from Eric Wiseman on importing a 2CV and a very thorough article on original radios in ID/DS Series cars are also published this month.

On a technical front, Bernie Hadaway talks about the issues of holding onto hubcaps, without tightening them so much that they become dishes rather than domes. See page 35 for Bernie's hints.

Enjoy,  
Leigh F Miles



**T**his magazine will arrive in June, and it will be the last one you receive if you have overlooked renewing your membership. Of course, we would love you to renew, and CCOCA has lots of benefits of membership for you to enjoy. Your new committee is now in place

and we have some extra support this year, which will hopefully see some increased projects and services. I would like to take this opportunity to thank retiring committee and support persons and welcome new ones for making the running of CCOCA a smooth and enjoyable experience.

The fabled 'Red Plate Handbook' is finally back in production for Victorian members. The Club now has stock and they are available for purchase for just \$5. Technically you need one of these in your car whenever you are driving it. Unfortunately, the police often do not have a good understanding of the rules associated with the Club Permit Scheme, and a copy of the Handbook can help you out of what can turn into a 'sticky situation'. Remember, if the police check the registration of your classic, it will not appear on the VicRoads database. The car is NOT registered! It is wise to also have the latest club magazine to prove you are attending a permitted activity.

We have lots of interesting

Club events coming up and Annette Molesworth has agreed to co-ordinate future activities for the club. Welcome aboard Annette and we appreciate your further involvement. A-Tractions start on page 6. We also now have

Ruth Pilens on the committee as Treasurer [did Clare lose the decimal point?] and Clare Hadaway has taken on the Secretary role – a key job in the smooth-running of our Club.

In the area of Support for the Club, I am pleased to advise that Michael Molesworth has taken on the Librarian position. If you see or hear about a new Citroën book, talk to Michael about the possibility of the Club buying it. This year, for the first time in a number of years we have budgeted to spend money on the Library.

So the Club is in a great position to build on our strengths and work together for another successful year. All of the committee welcomes feedback and more importantly your participation at future activities. Leigh is always looking for articles from members for 'Front Drive' so if you cannot attend in person please send us your thoughts for the magazine. Be sure to include some photos. Enjoy your Citroën every day. Ted Cross – President



**ED SED**

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

## A-TRACTIONS

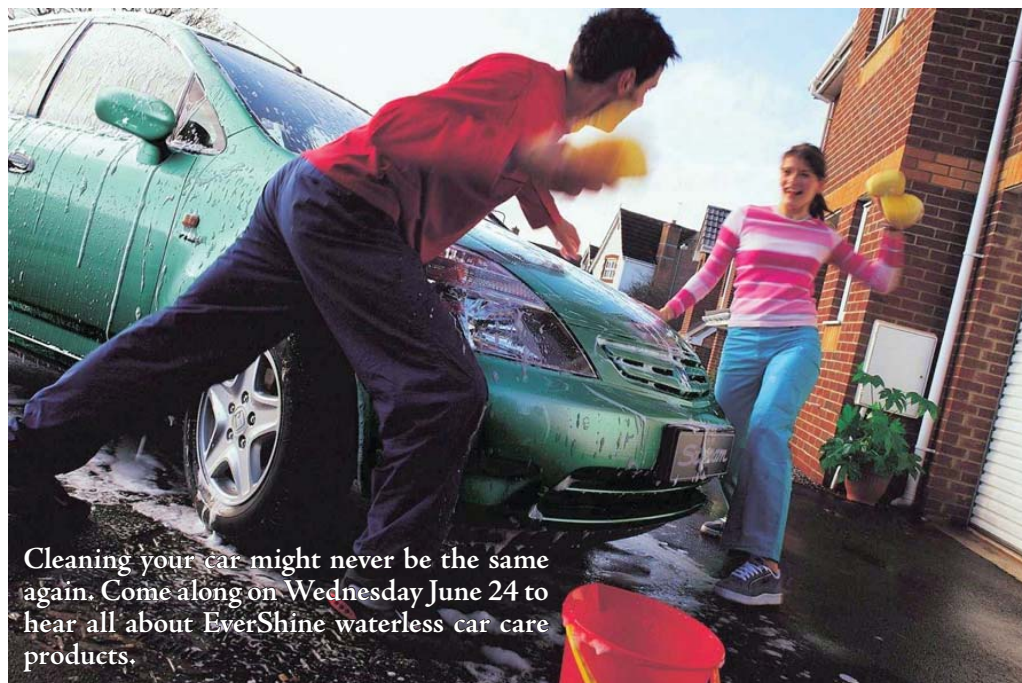
### ● JUNE COMMITTEE MEETING & CHEAP EATS

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,  
[03] 9598 6888  
secretary@citroenclassic.org.au

### CLUB MEETING - GUEST SPEAKER

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  
[03] 5983 2983  
activities@citroenclassic.org.au

EverShine is an Australian owned



Cleaning your car might never be the same again. Come along on Wednesday June 24 to hear all about EverShine waterless car care products.

company that makes a range of waterless car care products. These 100% natural cleaners are all made in Australia. The owner of EverShine Waterless Auto Care, Michael Beck, will be with us to-night talk about his products. With today's water situation who can afford not to attend? Supper? Naturally.

### DAY RUN: KOALAS IN SOMERS

WHEN: Sunday, June 28  
TIME: 11:00am,  
FROM: Brandon Park Shopping Centre, near Video Ezy  
TO: Somers  
COST: Free  
BRING: Chair, refreshments, food for the BBQ and salads to share.  
BOOKING: Essential by June 19  
CONTACT: Annette Molesworth  
[03] 5983 2983  
activities@citroenclassic.org.au

Sorry... a change of plans. Robin and Sue Smith will be overseas on this date. So our trip to Fort Nepean has been moved to September and our September Somers run moved to June! We will assemble at Brandon Park for the trip to lovely rural Somers. Michael Molesworth has prepared a simple Observation Run [between Frankston and Somers] to ensure you see the very best that this often unvisited part of the Mornington Peninsula has to offer. After lunch, Michael will take

us koala-spotting in the nearby reserve.

### ● JULY BASTILLE BREAKFAST



WHEN: Sunday, 12 July  
TIME: 9:30am  
WHERE: Breizoz, 139 Nelson Pl, Williamstown  
COST: \$20pp  
BRING: Wallet  
BOOKING: Essential, by July 5  
CONTACT: Annette Molesworth  
[03] 5983 2983  
activities@citroenclassic.org.au

In Brittany on the west coast of France, crêperies are as common as pizza parlours in Australia. The savoury crêpes are made with buckwheat and the sweet crêpes are simple and delicious.

Breizoz Crêperie brings these crêpes to you with an authentic menu and atmosphere.

Parking in front of Breizoz is possible if you arrive on time, but it is a popular area and you will need to be early or lucky. We have in-



vited CCCV and the Renault club, along with VeloSolex owners. The back room is booked, which can hold 40-50 people and we hope to fill it. With this number, there will be a set price menu, decided in advance and

## A-TRACTIONS

you will pay for yourself prior to leaving. Remember, no booking... no seat.

### 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,  
[03] 9598 6888

secretary@citroenclassic.org.au

### CLUB MEETING—OUT & ABOUT AT ZAGAME'S



WHEN: Wednesday, 22 July  
TIME: 8:00pm  
WHERE: Zagame's showroom,  
577 King Street,  
West Melbourne.  
Melway 2A, H11

COST: Free  
BOOKING: Essential by 17 July  
CONTACT: Clare Hadaway,  
[03] 9598 6888

**BOOKING  
ESSENTIAL  
FOR  
ZAGAME'S**

secretary@citroenclassic.org.au

The Zagame family tradition is to strive to provide the highest customer service available. With a forty year tradition of excellence in customer service in the hospitality industry, today the Zagame family are embracing their passion for exciting motoring including Citroën and Maserati in their portfolio of 11 prestigious international automotive and motorcycle brands.



With recent opening of their brand new Ferrari and Maserati dealership, located at 430 Swan Street Richmond together with their multi-branded new automotive dealership at 577 King Street West Melbourne, it is a testament to the commitment of this significantly expanding group. With other dealerships located at Church Street Richmond and Nepean Hwy Brighton, Zagame Automotive continue to strive to make the ownership of their brands convenient for you. The Zagame fascination for the automotive industry marks a continued dedication to your ownership experience. We welcome you

to experience the difference at Zagame today.

The West Melbourne site houses Citroën, as well as Alfa Romeo, Fiat and Lotus and Zagame's have promised us the opportunity to get up-close to this great range of cars in a relaxed, pressure-free environment

For those interested we will look for some supper in the area.

### ● AUGUST COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 19 August  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue  
COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Clare Hadaway,  
[03] 9598 6888

secretary@citroenclassic.org.au

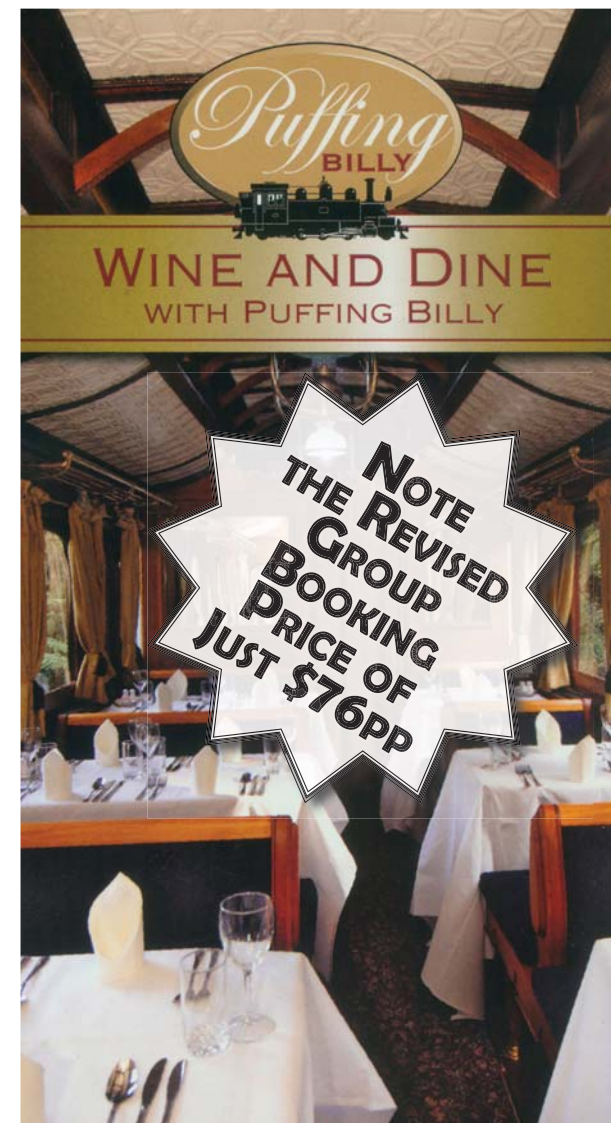
### CLUB MEETING — PUFFING BILLY ON FRIDAY!

WHEN: Friday, 28 August  
WHERE: Puffing Billy  
Belgrave Station  
TIME: 7:30pm  
COST: \$76pp  
BRING: Everything's supplied  
BOOKING: Essential by  
Friday 24 July  
CONTACT: Annette Molesworth  
[03] 5983 2983  
activities@citroenclassic.org.au

### PUFFING BILLY

### — ALL ABOARD!

WHEN: Friday, 28 August  
WHERE: Puffing Billy  
Belgrave Station  
TIME: 7:30pm  
COST: \$76pp  
[refreshments to your account]  
BRING: Everything's supplied



BOOKING: Essential by  
Friday 24 July  
CONTACT: Annette Molesworth  
[03] 5983 2983  
activities@citroenclassic.org.au

Join other motoring enthusiasts

## A-TRACTIONS

for a unique winter dining experience.

Enjoy pre-dinner drinks and range of appetisers on the forward journey before alighting from the train at the historic 'Packing Shed'. Here we will enjoy a sumptuous three-course meal, including home-made soup, a selection of roast meats from the buffet and various sweet options. The musical entertainer adds a pleasant touch of ambience to the evening.

On the return journey, tea or coffee, cheese and greens and after dinner chocolates will be served. I cannot think of a better way to start the weekend. The train returns to Belgrave Station at approximately 11:45pm to connect with the electric train service back to Melbourne. Why not leave the Citroën at home, for a change?

## ● SEPTEMBER COMMITTEE MEETING & CHEAP EATS

WHEN: Wednesday, 16 September  
TIME: 7:00pm  
WHERE: Check with the Secretary for this month's venue

COST: Cheap eats  
BRING: Refreshments  
BOOKING: Preferred  
CONTACT: Clare Hadaway,  
[03] 9598 6888

secretary@citroenclassic.org.au

## CLUB MEETING - UNIQUE WIRING LOOMS

WHEN: Wednesday, 23 September  
TIME: 7:30pm

WHERE: Unique Wiring Looms,  
1/98 Canterbury Rd, Kilsyth

COST: Free

BOOKING: Not required

CONTACT: Ted Cross  
04 0059 2208

president@citroenclassic.org.au

Full details next edition.

## DAY RUN: FORT NEPEAN & SORRENTO AFTERNOON TEA

WHEN: Sunday, 27 September  
TIME: 10:00am,

FROM: Brandon Park

Shopping Centre, near Video Ezy

TO: Portsea

COST: TBC

BOOKING: Essential by  
20 September

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!



# 123ignition Australia *'Ignition systems for classic cars'*

'123ignition' - electronic ignition systems are carefully designed to replace your existing mechanical system, keeping the looks of your classic car original. The systems are currently available for ID, DS, 2cv (and derivatives), Traction and SM models.



**No maintenance EVER again.**

Contact Ted Cross

Phone: 03 9819 2208

Fax: 03 9819 2208

Mobile: 0400 59 2208

email ted@123ignition.com.au

# 123ignition.com.au

31/05

**7**5th 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 Traction 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 \$150 per 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 be 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

Brian 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

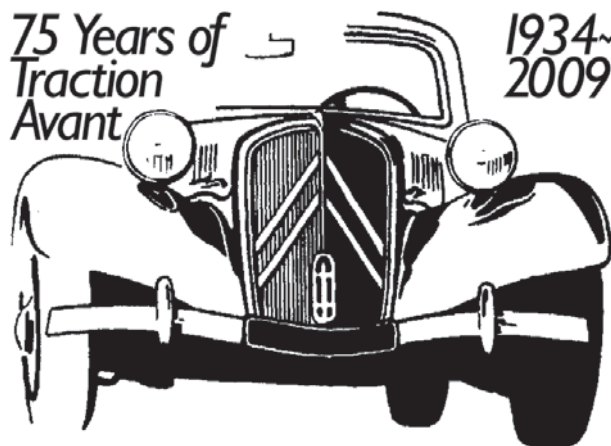
Australia is conducting an event to pay homage to this beloved French icon.

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.



## TED CROSS — PRESIDENT

Well I am assuming that most of you know who I am given that I am already club president. For newer members I can give you this additional background

## YOUR '09 COMMITTEE

information.

I joined CCOCA in about 1982 and my main Citroën interest has always been the Traction Avant. I have owned my Big Six Traction most of this time and it has received constant upgrades over the time. I have more recently become also interested in 2CVs and I have a few of these also.

Over my time in the club I have generally been on one committee position or another although I have had the odd break – but not for too long. I genuinely believe you get a lot more out of the Club by putting some extra time in to it to start with and encourage all members to consider how they may be able to contribute in some way this year – just contact me or any other committee member and volunteer.

My interests apart from Traction and 2CVs have also recently diverged off into Velo Solex Mopeds, which I find almost as diverse as Citroën – and definitely just as French with their engineering.

I still have the dream of owning a few other Citroën models whilst

we are still allowed free access on the roads. A Vintage or Veteran Citroën would be an interesting future project, and like everybody else – maybe an SM one day. [Not everyone, Ted. Ed.]

My wife Helen and I attend most events and we look forward to catching you up at a future time. Although Helen has never held an official position she has definitely contributed greatly to CCOCA over the years by supporting me with my hobby. As you know behind every successful man there is a pushy woman!

Just joking... Helen and all of our female members... really... I promise.

Ted Cross

## CLARE HADAWAY — SECRETARY

Clare has, this year, moved from Treasurer to Secretary. It is great to welcome her to the new rôle..

Our editor, bless him [!], has asked me to write a short profile on myself. How hard is that!

I am one of the populace that makes up an army of volunteers who help keep the cogs of this country working. I work on the philosophy that. 'If you want anything done, you ask a busy person'. I came to The Oz in 1951 for two years and X number of years later I find myself the secretary of CCOCA, and enjoy the committee, friends and outings that CCOCA affords me. The Traction we have is the first car we ever

bought, in 1957. Bernard taught me to drive in it and I got my driver's licence in it. The car served as a 'taxi' during our children's young lives and they used to stand up [before seat belts] and wave to passing traffic through the sunshine roof until later it was used as a car for one of their weddings. If I watch TV I like a non-violent detective story. I like crosswords and word games and, of course, I couldn't exist without my knitting – I recommend it as great therapy in today's busy world!

Clare Hadaway

## RUTH PILENS — TREASURER

Ruth has taken on counting the money for the Club. Ruth is brand new to the Committee

and bring new blood and real enthusiasm.

Some people have trouble with my surname [pronounced Pill-ens] and I tell them that an easy way to remember it is to think of 'pill' or even 'dill' – seems to work!

Our older Victorian readers will guess my vintage when I mention that I was born and bred in the shadow of the gasometer at Arden Street, home of the North Melbourne Football Club, and have fond memories of a rookie rover named Allen Aylett and a leading goal-kicker, Jock Spencer, who was rivalled only by Essendon's great John Coleman.

Modris [Morrie], Latvian immigrant and retired news/current

Most of the 2009/10 Committee, and some of the Support Team, were at Michael and Annette Molesworth's for a recent Committee Meeting. Left to Right: Leigh Miles [Editor], Ted Cross [President], Ruth Pilens [Treasurer], Jeff Pamplin [Web Wallah], Clare Hadaway [Secretary], Annette Molesworth [Events Coordinator], Bernard Hadaway [General Committee] and Michael Molesworth [Librarian]



affairs cinecameraman, has been my husband for 47 years and our children and grandchildren live not far from our Doncaster home

I've worked mainly in administration, most recently prior to retirement 4 years ago in real

count, it's the life in your years.

Ruth Pilens



### **ANNETTE MOLESWORTH — ACTIVITIES COORDINATOR**

Those of you who attended the AGM will have left believing this important position on the committee had not been filled.

We were all really pleased when Annette Molesworth put up her hand for the job at the new Committee's first meeting. Welcome, Annette!

I had my first ride in a Citroën 33 years ago. It was a white, English built, Light 15, 1954 model.

About the same time I became rather enamoured of its driver, Michael Molesworth. Three children and 13 Citroëns later, I now find myself joining my husband Michael on the CCOCA committee.

Three things you may not know about me:

- 1 I am a fifth generation Australian, but am yet to find genealogical royalty [a convict] in my family tree.
- 2 In my youth I was a canoeist
- 3 After my family, the things I love most are my cat Lilly, classical music, reading, writing and our friends.

Annette Molesworth



### **ROB LITTLE — SPARE PARTS OFFICER**

2009, What can I say! I was offered and accepted this position

in September 2002, so it is now coming up 7 years in the job.

In that time I have had the pleasure of meeting a lot of members and assisting them in either getting their cars running or at least running better. We have good contacts in Europe and the UK for parts and that makes my job easier. I am still the semi-retired mechanic who is now just running a couple of school buses and somewhat looking forward to retirement.

My working life was, an apprenticeship in a country Holden garage where I was always happy to work on European and English cars. I then moved to Ardmona Fruit Products firstly as a mechanic, then moved into the rôle of garage supervisor, then fleet manager amongst other responsibilities, looking after industrial material handling equipment, trucks, cars, harvesting equipment and eventually all of the lubrication in the factory. My involvement in buses began in 1977 when we decided to purchase a couple of school runs to supplement the income and provide an independent business interest.

My wife Libby has always been my best friend and together we watched our children mature and form their own lives, we now have 7 grandchildren to enjoy our time with and there is no doubt this is a very special time in our lives.

Citroëns for me always had a special fascination as even back in the '50s their qualities were

legendary and as my knowledge of hydraulics grew I could understand just how advanced the D-Series was: a fitting replacement to the magic Traction. There is no doubt in my mind that these are the best handling cars that came out of that period.

Rob Little



### **LEIGH MILES — EDITOR**

In common with Ted Cross, I have been on and off the Club's Committee more often than I care to consider. I joined the Club in 1981, when I returned from living in the UK. I brought with me a Citroën Dyane Weekend 6, which my parents has bought new in 1978. I came with lots of enthusiasm and no knowledge. So, CCOCA was an essential first stop for me.

I still have the enthusiasm and I continue to claim no mechanical knowledge.

I finally joined the Committee in 1992, although I had been running CCOCAShop for some years prior and had been assisting my partner in the Activities rôle for a couple of years.

CCOCAShop, Activities, President, Editor... I enjoy being Editor so much, I am not sure I can see myself in any other Committee spot.

In common with Ted, I have quite a collection of cars. However, unlike Ted I am prepared to list them.

- + 1954 Slough-built Light 15
- + 1974 GS GZ Birotor. The only

## **YOUR '09 COMMITTEE**

estate and building.

I'm very interested in 'celebrancy' [not to be confused with 'celibacy'] and have been a Civil Celebrant for 15 years – a couple of more memorable weddings have been in hot air balloons over the Yarra Valley.

Into our lives, among other less-loved cars, have come 2 Light 15s, a Big 6, and a 1980 CX C-matic. In 1991, my very own 1986 BX19RD Hatch [one of only 6 diesels in Australia] with a mileage of 68,000, was bought for \$7,600 from Bruno Metstar [Citro Motors]. In need of quite a bit of body restoration after an accident, this little gem gave trouble-free motoring for more than ten years and I understand is now in the hands of a devotee in Tasmania – we plan to have a catch-up during CitIn'10.

We currently have a 1982 CX2400 [on the financial waiting list for a new clutch] and a 2002 C5 Hatch recently purchased from Alpine Affaire in Ringwood.

A favourite quote, from Abraham Lincoln, is: And in the end, it's not the years in your life that

real rotary engined Citroën in Australia.

- 1978 Dyane Weekend 6. Probably the only one-family A-Series in the country
- 1979 Visa Club. This is one of two in Australia. The other is

## YOUR '09 COMMITTEE

in Queensland, and was given to rally-legend Jim Reddix by Citroën

- 1983 Visa GT Cabriolet. The only Visa Cabrio in Australia.
- 1984 Visa GT Challenger. 300 built in RHD and this is the only one left in the world.
- 1984 Visa GTi. Again the only one in the country. Based on and, in the classic motoring press, preferred over, the more famous Peugeot 205 GTi
- 1984 GSA Pallas C-matic.
- 1986 BX 16 TRS Automatic. x 2. If I wait long enough these will also be the only two in the country!
- 1989 CX GTi Turbo II Automatic. Not factory original – despite media suggestions that an auto box was more suited to this long-legged cruiser it only came factory fresh as a manual.
- 2000 Xantia V6 Exclusive.
- 1959 Panhard Dyna Z. Do not ask what possessed me, but goodness, it's fun!

Leigh Miles

**BERNARD HADAWAY**  
— COMMITTEE MAN

Some know, some don't that I was an evacuee to Australia in 1940 for 5 years from England. I came to live with the Hadaway side of the family who came to Australia in 1910 and started a industrial blacksmith business.

After the war I went back to England then came back here

in 1949, working and raising a family. As a youngster I was always going to be an artist but somehow finished up in engineering design, after my initial work took me through the engineering processes both in the UK and Australia.

Fortunately, on my return to Australia I managed to become involved in the establishment a new automotive research and development operation with Repco Although my automotive interests involved some famous exercises, such as Repco/Brabham and Maybach competitor's cars, my main occupation was to design and development of new manufacturing processes. This job lasted me until my retirement.

My only involvement with Citroëns in those days was associated with use of Traction gearboxes in early Cooper prototypes and this led to my acquiring a Traction in 1957 which I still own. My fondness of the Traction stems from its mechanical differences and the people that drive them and that is why I enjoy being involved with the club.  
Bernard Hadaway

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32/06

The best-laid plans, as they say. This year the Committee behind the Melbourne French Car Festival had great plans to make the event something truly special. Rather than hosting the display of Mel-

bourne's finest French cars at the typically selected open spaces – Como Park in South Yarra or Macleay Park in Balwyn – they decided to arrange for the display to occur at Docklands.

This was an inspired decision by the Committee, and lead by CCCV member Peter Dekker plans soon came to fruition. To be fair, there were issues associated with the venue – a limit to the number of cars that could

be displayed and concerns over dripping oil on the pavement needed to be addressed. But, this was going to take the French Car Festival to a new high in terms of the publicity for our marques and the presence of passing pedestrian traffic.

Imagine then, the disappointment when it was

revealed that due to an administrative error on behalf of the Melbourne City Council, access to the site would not be available until mid-afternoon, due to the existence of a charity fun-run that was also using the venue.

As I understand it, the Council was not prepared to take any responsibility for this [I'll be polite] mix up and the Committee was forced to find an alternative location at very short notice.

All credit is due to the Committee that with just a week at their disposal they not only found an alternative location, but publicised the change sufficiently to ensure a great turn up of both cars and audience.

Leigh Miles

TOM GRUCZA REPORTS...

The French Car Festival last month was well attended by members from all participating clubs with an excellent display of about 180 cars. Macleay Park proved to be an excellent substitute after the Docklands site became unavailable at short notice. For any of you inconvenienced by the change of venue please accept the organising committee's apologies. Peter Dekker's innovative idea to use Docklands could well be used for a club display sometime in the future.

There is no doubt that the Balwyn venue made it easier to set out the many vehicles and it was pleasing to see such a range of cars especially the vintage/veteran group many of which arrived after seeing the event notices in the newspapers. The Simca car club, Delage club and VeloSolex club were also welcome participants on the day.

I wish to thank the presidents of CCOCA [Ted Cross], Renault CCV [Gavin Schofield] and Peugeot CCV [Allan Horsley] for leading their clubs on the festival organising committee over the many months of meet-

ings. A special thank you goes to coordinator Robert Belcourt who ensured that the event would live up to expectations. There was a flurry of activity in the last weeks with numerous phone calls back and forth to Robert dealing with last minute difficulties. Robert had his hands full with his own work so his assistance to me personally and to the successful outcome after many months of planning was outstanding.

We acknowledge and thank the following sponsors for their valued support: Ateco [Citroën Importers], Peugeot Australia, Renault Australia, RACV, Michelin, Swan St Tyres Richmond, Toll-Ipec, Darrell Lea, Caravelle Imports, CITS Training and French Connection.

The French Car Festival website was vital in communicating information about the event and thank you to Gamila McRury for her professional work on the site.

Selecting the winning cars from each class was an onerous task with such a high standard of vehicles. Determining the differences between restored cars and well kept originals was an onerous task for the judges but they came up with an excellent selection of winners. Congratulations to the successful owners. The marshals and helpers from various clubs on the day were very much appreciated. Thank you all.

Tom Grucza, President  
Citroën Car Club of Victoria

## FRENCH CAR FESTIVAL



## SPONSORING A 2CV



Helping a Citroën 2CV to immigrate to Australia is in many ways a kindly thing. It would appreciate the cheaper, though perhaps inferior in quality, fuel and, more importantly the weather and resultant

prices have gone up.

Through the '90s and early '00s I had a choice of them and they cost from around \$500 to \$1,000. Now the choice is more limited and between \$4,000 and \$24,000 [yes, \$24,000] is being asked.

This is the story of last year's import. I bought

Beatrice [I don't normally give names to cars, but my friend who was with me said it would be nice to call the deuche after its former owner, a very nice French lady. *trés gentile*] in Esher, Surrey, for around \$2,200. Red, with grey interior, galvanised chassis and new wheels on 135 tyres, Beatrice was very tidy apart from a small dent on her nose and an easily fixed rusting on the driver's side floor.

I drove her around the UK for a week, then down to Provence for a fortnight. A week or so back in the UK saw me delivering the car to Excess International Movers in Wembley on October 29. They charged me something like \$2,500 to ship the car to Sydney. There was a little delay in its departure. As usual as soon as I bought the car I sent to Canberra for a permit to bring it into Australia [\$50] asking for it to be sent to a UK address as the shippers wouldn't accept a vehicle without one.

They sent it to my Australian address, so nothing would move until I got back and sent the permit to the shippers. The deuche

arrived in Sydney early in January, and I saw it again in Tathra late in March. Quarantine charges came to \$913. That apparently included \$165 for an inspection to see if the car needed cleaning [they have always been found so], \$220 for cleaning and \$165 for having another look. This is all very remarkable as so far none of the cars has shown any signs of having been cleaned at all. [It is interesting that Eric has always found that his cars, on importation, required cleaning. Very few of mine have needed such atten-

tion. Ed]

Beatrice had a good handful of dead oak leaves on her floor. One has to presume the cleaning is very localised. Customs duty added \$1,373.37. Apparently Customs add together the price paid for the car, the cost of shipping and insurance, duty, add GST to that and that's the fee. One could question whether it is proper for the Australian Government to charge Goods and Services Tax on something bought overseas and for the cost of shipping it here, but don't

deceleration of rusting.

But, let's face it, it is largely a selfish thing. 2CVs fit well into the Australian picture, being economical, easy and cheap to service, openable, cheerful and all those things. And with the later 602cc versions, they happily cruise at the allowable speed limit. Apart from uphill, but that's just a matter of sitting there until one gets to the top and them easily catching up with the tin sheds and jelly-moulds that have overtaken on cruise control on the way up.

But what's involved? I first did it about 15 years ago. I had bought a couple of 2CVs before then on visits to the UK and sold them again before leaving, but in the early 1990s decided to bring one back. There were not many problems as long as the car was more than 15 years old, which that one was, being a drum-braked model. Having it registered seemed to be something else as it seemed a compliance plate was required and that would cost at least \$2,000. However, that proved to be not the case. I've done it a few times since, during which time

Eric is part-owner of the house in the background and it is available for holiday letting. La Maison Rose is situated at Les Dones, Peypin d'Aigue, Luberon, about 40km from Aix-en-Provence. You can contact Eric via email at [ewiseman@netspeed.com.au](mailto:ewiseman@netspeed.com.au)



## SPONSORING A 2CV

bother!

The customs agents charged \$1,225 for their services. So, landing a 2CV in Australia costs around \$3,500. More, in fact, than the cost of moving it here. Anyway, Beatrice is here and

Certainly not, and I'll probably do it again this year. [I began my morning life with an Austin 7, moved up to a Singer 9, then an MG TD, followed by a Triumph TR3, then sundry Jaguars, Rileys, Daimlers, Rovers, a Simca Aronde and Peugeot 403 and more MGs. But I'm very happy

with the 2CV. After all, what's the point these days of having a car that will hit 240kmh... the XK140... in a country where 100kmh is the limit?]

Eric Wiseman



## SPONSORING A 2CV

worth every cent of it. Sadly she won't be going anywhere for a while. At least not until I sell, rather sadly, her predecessor, a buttermilk yellow item.

Would I be without a 2CV?



In September 1961 the second DS dashboard appeared on the market and with it came the opportunity to install an officially approved radio. Until this time, Citroën had an exclusive

contract for the provision of car radios for the ID/DS range with SFRT Radiomatic, in Montreuil-sous-Bois. For some reason this exclusive agreement was terminated in the same year and finally all links were broken in September of 1964. Looking back, this would appear to have been an usual decision, given that Radiomatic had been the undisputed leader in French car radios. Of course, it should be borne in mind that this coincided with the birth of the transistor – the era of valves was drawing to a close.

### THREE BANDS

The new supplier was Compagnie Continentale Edison who were based in Paris as 25 Avenue de Grand-Armée. Edison not only manufactured radios for the D-Series, but also for the 2CV and Ami 6.

To emphasize that these radios were manufactured exclusively for Citroën, Edison created a new brand just for

these radios – Radioën. Stupid or inspired? It was certainly a catchy name.

Especially for the ID and DS Edison launched, in September 1961, the Radioën S19.

## MUSIC IN YOUR CAR

This beige 12-volt transistor radio had a front that exactly aligned with the 'kink in the D's dashboard, where the slot for the radio sat.

There were two apparently identical models – the S19 and the S191. The difference was that the S19 had seven



The Continental Edison S191 and the highly prized Radioën HiFi

transistors, while the S191 had eight. Both had three bands: PO [medium wave], GO [long wave] and BE and were pre-programmed to France 1. The radio was supplied with an

Audax 21cm speaker that was to be sited in the perforated panel in the parcel shelf. A roof mounted antenna was also supplied by the Paris-based firm Ara, who provided the antennas for all Citroën models.

In September 1964 there appeared Citroën's best radio yet, and the 'wet dream' [three translation sites gave me the same result. Ed] of many a DS-owner: the Radioën HiFi. This expensive, elegant radio was highlighted by a chrome border and was the first Radioën to receive FM transmissions. There were two speakers: the well-known Audax mounted on the parcel shelf was now complemented by a second, smaller speaker in the bottom of the dashboard. Two speakers, but still not stereo!

The D-owner was also spoiled by the provision of a separate balance control; a rotary knob next to the dashboard speaker that could be used to alter the front to rear balance of the sound.

The HiFi had three pre-programmed radio stations: France 1, Europe and Luxembourg.

As this radio was typically fitted to the more expensive models in the D-range it is often referred to as 'Pallasradio'. However it could be fitted to all

ID/DS vehicles and the name can therefore be misleading.

In September 1968 the dashboard of the ID/DS was changed to black. For this model year [to September 1969] Continental Edison produced the S191 with black, rather than beige, surround.

#### MULTIKNOPPER

In September 1969 the quintessential three round dial dashboard was launched. By a stroke of genius, arranged between Citroën and Continental Edison, the cut-out for the radio was so small that a radio of standard dimensions would no longer fit. The DS driver now had his radio choice limited to a Radioën!

Some owners refused to be beaten and sawed a larger hole in the dashboard [typically under the glove box] and fitted a standard sized radio. The alternative was an after-market console that could be screwed to the dashboard. There were soon dozens of different models for sale covered in either vinyl, leather or carpet.

For those who did not relish this type of DIY solution,

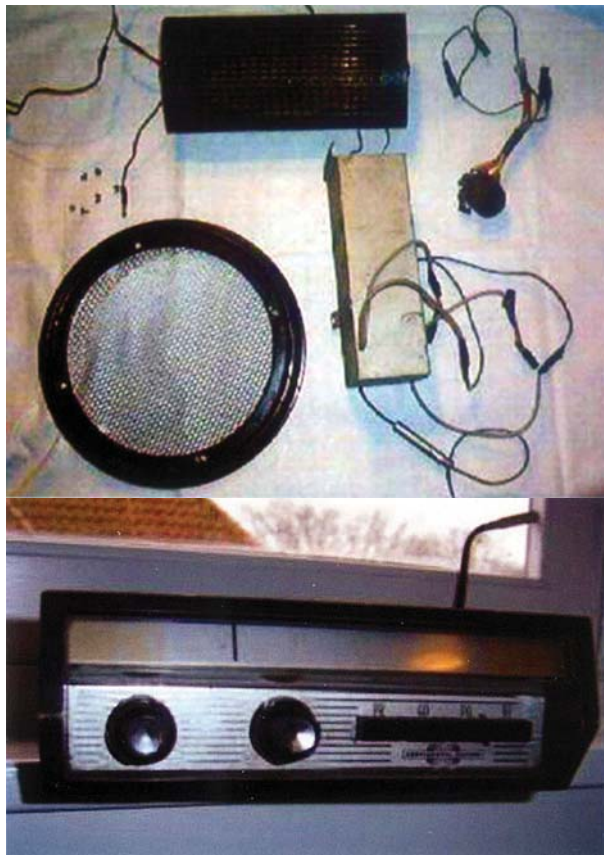
This page, top to bottom::  
A universal after-market radio console.

Continental Edison R354 in situ.

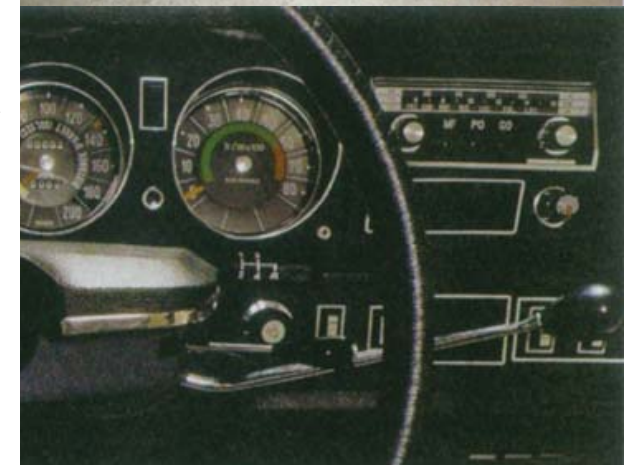
Continental Edison R355.

Continental Edison R354

## MUSIC IN YOUR CAR



Top: The speaker grille and balance regulator for the Radioën HiFi  
Bottom: The Radioën S191, with black surround for the 1969 model year.



Continental Edison produced a completely new radio – the Radioën R-Series. This fitted exactly into the space provided in the dashboard and featured the dashboard's characteristic

The R-series included two speakers, for dashboard and parcel shelf. The balance control was no longer standard on all models. However, where it was available it was a rotary knob fitted in the grill of the dashboard-mounted speaker.

#### COMPETITION

The competitors, naturally, could not simply let Edison have this market all to themselves. Philips, using their French name badge Radiola were soon on the market with a metal adaptor that enabled their radios to now be fitted to the small DS hole. Both models were similar in appearance; only the names were different. However neither the Philips Radiola RN 382 nor the RN 308 could receive FM

broadcasts.

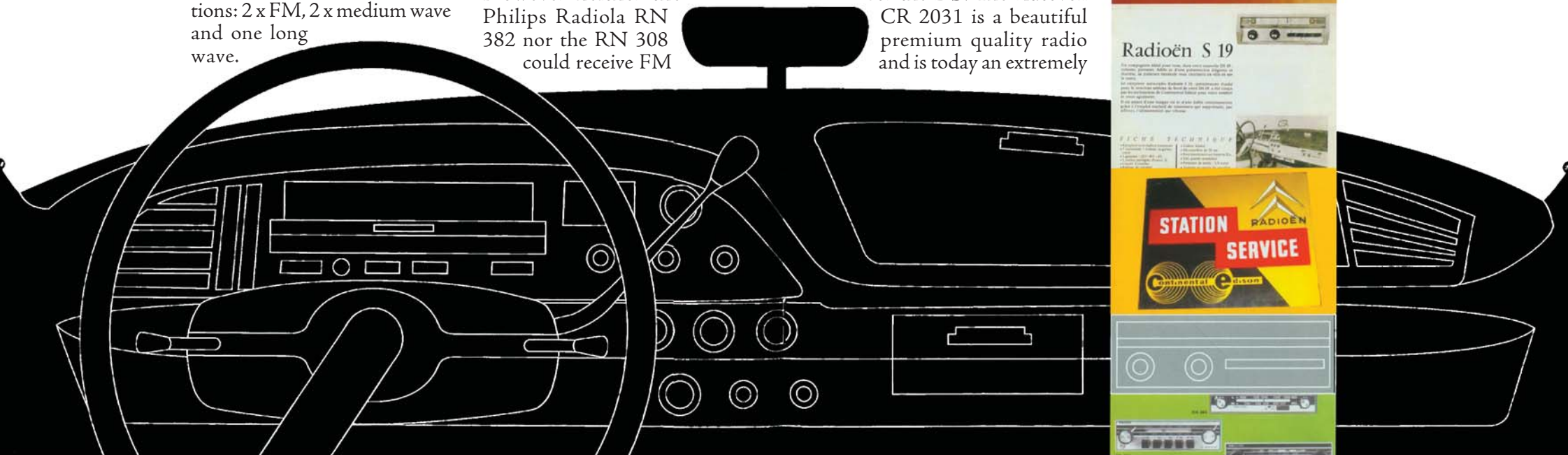
Other brands were not slow to come to market either with radios specially designed for the latest D-dashboard. In 1969 the Parisian manufacturer Ara [the main supplier of antennas to Citroën] launched the Concorde. In addition to this 10watt radio for the ID and DS Ara also produced a 3.5watt version for the GS, the Ara Javel. The Concorde did not require an adaptor panel and was adorned with the correct ripple finish and the right colour. The Concorde proved a popular alternative to the Edison R35, despite its lack of FM reception.

The Italian firm Autovox also produced a special model for the DS. The Autovox CR 2031 is a beautiful premium quality radio and is today an extremely

rippled effect. The R-series was available in two basic models: the R354 with FM capability and the R355 without.

Most French public radio broadcast on either medium or long wave as they provided superior coverage to that offered by FM. But the flagship of the series was the R43. This 'multi knopper' had active tone control and four pre-set stations: 2 x FM, 2 x medium wave and one long wave.

## MUSIC IN YOUR CAR



rare find.

#### ALTERNATIVES

Other brands also brought to market alternatives to the Radioën S191. By offering a radio fascia that incorporated

the characteristic bend in the dashboard any radio could be fitted to an ID or DS. These radio fronts were soon copied by the automotive audio trade and universal after-market copies soon appeared.

European market giant, Blaupunkt, produced beautiful

chromed fronts with light grey to match the dashboard. Some of the models so offered included Köln, Mannheim, Frankfurt and Karlsruhe.

Philips Automobile ['Le route enchantée'] had been active since 1920 on the French market. No car was presented at the Paris Salon that Philips could not produce a radio to fit. Philips even went so far as to produce fascias to match the body colour of the car. For the second ID/DS, Philips used the same system as Blaupunkt and produced a chromed panel to which many of its models could be fitted.

#### SHORTCOMINGS

Now I realise that some of my search for originality is not shared by everyone. Why go to all this trouble for the crunch

and whistle of a period radio? For those of you driving around with a modern radio in your ID/DS with CD and MP3 capabilities... well this article is less than interesting. Modern comforts are worthwhile.

For those of you who do not have a radio in your ID/DS, there is not much available. Original equipment, such as the Continental Edison Radioën S191 can be found at fairs or on sites such as eBay. Unfortunately, the plastic trim is rather fragile and is often missing or broken. The handy hobbist can usually repair and retrieve the trim – provided of course that it is available. The Radioën HiFi is less frequently offered and you will need far deeper pockets to acquire one.

For those who do not want Continental Edison the choice, especially on the internet, is almost unlimited. The biggest challenge is finding an original front, although replicas of these are now available as well.

For those of you with a post-September 1969 car, the choices are more limited, due to the different size of the ap-

This page, top to bottom:  
Ara Concorde from 1969  
Autovox CR2031  
Blaupunkt Mannheim of 1968 with a D-front  
Blaupunkt Köln with ID/DS front

## MUSIC IN YOUR CAR



appropriate radios. The Philips R382 and Radiola R308 are both available. The metal adaptor kits are usually required and are readily available.

The Ara Concorde is less

models are very desirable.

Finally, an after-market console, mounted against the dashboard is also an option. This enables you to fit almost any type of radio to your ID/DS.

For the internet tracker there are still real bargains to

be found. But who has the time for the long internet search? If you do not have the time, and want a radio with a guarantee there is only one place to go: Huub in't Zand, the DS parts specialist in Grubbenvorst [www.huubintzand.nl]. Many of the radios, fronts, adaptor kits and consoles mentioned in this article are often available from stock.

A good period radio will not be much different in price from a modern. Just keep telling yourself: Francoise Hardy, Julien Clerc and Charles Aznavour are still the most beautiful sounds in mono on medium wave.

Photos: Various websites. Thanks to Huub in't Zand, Ferry Heruer and Ysogo Viamings for their photos.

This article by Geert Jonker first appeared in 'la Bombe Citroën', the magazine of 'Citroën ID/DS Club Nederland' in March 2009.



## MUSIC IN YOUR CAR

frequently seen option and the Autovox CR2031 is almost impossible to find. The small R-series Continental Edison are easy to obtain as they were the original optional accessory. These radios are generally in good condition – and the FM



This page, top to bottom: Becker Monza with ID/DS front  
Philips fascia plate, complete with original packaging.

I recently had the need to change a wheel on my Trac-tion and off came the hub cap!

It caused me to reflect upon an occasion many years back when I was confronted by the problem of tightening the wheel caps without distorting the profile of the central chrome centre piece during the tightening process. One had to judge how much torque to apply to the one central securing screw to ensure that the hub cap stayed put during normal operation over the roads of the period. Corrugations were more common in those days and I lost a few hub caps. It was easy to find new ones at Commonwealth Motors in those days, where stocks were plentiful to cater for the considerable demand!

Anyway, I decided to have a tidy up by restoring the distorted centre pieces to the preferred profile with a turned timber domed profile and an hydraulic press [I think], followed by a smoothing up in the lathe with carborundum paper and chrome plating.

The exercise was successful and they looked good: too good in fact, to put back into service without attempting to correct for the poor design responsible for the original problem. I remember a brake service conducted by PBR who, with their pneumatic spanners, completed the distortion where the caps were pulled right

up tight against the cross bar on the wheel, leaving a permanent local inversion of the dome profile of about 5-6mm. It overcame the operational loosening problems of the hub caps but it spoiled the look.

## HUBCAP HEAVEN

A promising solution to the problem was suggested by my PBR experience involving an up tight securing means with minimal and non-permanent distortion of the hub cap profile.

I decided that washers or tubular means could be interposed between the cross bar on the wheel and the inside of the central domed cap – a spacer to react a substantial tightening load be-



fore permanent distortion of the wheel cap area takes place. I cannot recall whether my final design involved any alternative methods, but my fix resulted in what I, and various contractors [tyres and brakes, etc.] have accommodated

the tightening load firmly after the judged firmness of the hub assembly is reached, just hard enough to stop the operational rattles. The length of the threaded spacer, I suspect, has to be right to suit each individual wheel which I must have achieved by trial and error, but I don't remember any problems.

The proof of the pudding is that the method has worked without problems for over twenty years and if our editor hadn't prompted me to make a contribution the subject would remain in the past. However, now that he has, and upon recent inspection of my method, I suspect that the threaded spacer is not a preferred component in this arrangement.

Apart from being difficult to make, without machinery and threading tools, it could lock tight against the central cap and

cause the cap to revolve with the screw whilst tightening. The locking screw is required to revolve freely in the cap when being tightened. The fact that this problem doesn't happen with my present fix is probably because the spacer threads must bottom out just before bottoming and to pinch the central cap?

Anyway, I think the use of threaded spacer is over-kill when its purpose is only to avoid loss of the screw when the hub cap is removed.

I have accordingly explored the use of an alternative spacer a half inch 'C' spring washer, which with a bit of persuasion can be pushed over the 14mm thread without creating damage to the thread profile. The half inch spring washers I have in abundance in my miscellaneous box, all having accurate half inch bores which provide just the right frictional engagement over

the 14mm thread. I reasoned that this good frictional engagement would provide security against the loss of the bolt when the hub cap is removed. If this spring washer/spacer arrangement needs to be adjusted for length plain washers could be added to the screw ahead of the spring washer assembly [photo 3].

I was lucky, my range of half inch spring washers provided a choice of thicknesses and I found a 4.5mm thick heavy duty spring washer which required no extra washer backing.

All this provided a good assembly [photo 4], which although not tested in corrugated trials, must do for I am not prepared to look for the better solution, which one always suspects is there to be found.

And so much for my Citroën hub cap saga?  
Bernie Hadaway



Left to right: Photos 2, 3 and 4 as referenced in Bernie Hadaway's article.

## HUBCAP HEAVEN

for over twenty years without losing wheel caps or incurring distortion of the caps.

Photo 2 shows that the method used involved discarding a wire circlip that was used around the threaded holding screw on the inside of the cap to prevent loss of the screw when the wheel cap is removed. A steel tubular spacer was manufactured which had an internal thread in its bore of 14mm diameter x 1.5 thread pitch to match the screw. The spacer measures 4.5mm long which reacts



## RUTH PILENS- TREASURER

I acquired a neglected CX2400 to replace my previous one from which I had regrettably parted 10 years earlier. I later dis-

to Daylesford.

It was a very hot day but the car was running well, even the air conditioner.

Ruth decided to do some shopping at 'The Monastery' and I opted to park under a shady tree – I swapped sides to stretch my legs in the passenger seat. I had just

settled down when I felt a movement and grabbed the hand brake – it was on. I just sat there, the car slid some 3 metres and came to rest against my shady tree. There was no way for me to get the car back on to level ground so I called the RACV. After 2 hours a tow truck arrived: 'Sorry mate, RACV don't tow accidents', so four hundred dollars got me back to level ground ['I had to come from Castlemaine, mate'].

covered that in a previous life my new purchase had been an award winning vehicle [CX1982].

After a month of replacing 'this' and cleaning 'that', it turned out to be a car of pleasure and I decided to take it for its first real run.

Ruth and I enjoyed the smoothest [that only a CX can provide!] drive to Castlemaine, 120km from Melbourne, and made a detour on the way home

## FLEET FOLLIES



Damage was to bonnet, bumper bar and headlights; radiator was pushed back [not leaking]. After a heated discussion with the tow truck driver who wanted me to pay for towing, storage and repair at his base in Castlemaine, I decided to drive home to Melbourne – no trouble.

As for car, I am still working on it. I don't think it will be a concourse winner again

But I still love it and sometimes just sit in it and reflect.

The moral of this story is – never park on a slopey grassed surface.

Contributed by Morrie Pilens ✂

**TED CROSS  
- PRESIDENT**

The Crosses have very little to report about the Citroën fleet for this magazine. We have taken the Red/white Dolly on the pre CitIn tour around the Great Ocean Road to Mc Laren Vale and our little raid car performed faultlessly once again. It is definitely a bit tired in the gearbox and steering/suspension department as a result of the Raid and I hope to book it into David Gries later in the year for some serious maintenance and repairs.

We have returned the Big Six Traction Avant to home and we plan to take it away for the June Long weekend run to Horsham. This event is nearly full so if you



want still participate you need to speak to Leigh or Sue now. This run will be a shake down run in preparation for Brian Wade's Traction Anniversary run so I will give it a big service before that run later in the year. I also have vague

comparison to Peter's all round expertise with body repairs and building and once this car gets on the road finally it will only be due to his determination to get me moving on it. In my defence I have been busy collecting all of

## FLEET FOLLIES

plans of fitting 185x400 tyres and may be able to buy two more of these in Arras.

The BX 16V is for sale and I had an interested buyer but the beast did not pass through a RWC without incident. Several oil leaks and some perished rubber parts and some other blemishes has seen this car returned to storage until I can get these issues sorted out. It never ceases to amaze me just how quickly a hydro-pneumatic Citroën can deteriorate whilst sitting around doing nothing. Although this car has only travelled 4,000kms in the past four years – you guessed it; the cam belts are ideally ready to be replaced. The idea of a 16V engine losing a belt is an expensive risk I am not prepared to take. So this will be done also. The 16V also needs the sun roof frame replaced as the dreaded tin worm has attacked the light gauge steel frame. I am not a fan of HP suspension systems.

My 2CV AU van project has stirred into life thank to Peter Boyle's efforts to co-ordinate repairs. I feel inadequate in

the parts we need so the project is moving smoothly in between Peter's busy social life. This 2CV van was owned by member Leigh Mason in Albury for about 30 years before he passed the baton to me. So I owe both of these guys a great deal of gratitude. This is a long term project for me and the body repairs will be broken down into a couple of major projects over this year and next. It is a very rare 2CV model, even in the world, and it is only right that it is saved in Australia where it started its life as an export from the Slough Citroën [UK] factory in 1953/4. I will write an article about this for a later magazine when I get some photos.

Well that is enough information for this report. We will soon depart for the 75th Traction Avant Anniversary meeting in France – up to 1000 Tractions in one place – bliss. I have put my name down to be a driver at the long distance endurance run that a Traction will undertake over the event. We all get an hour or so behind the wheel on the track. I hope I am selected as one of the lucky ones.

Ted Cross



I have had a lapse over the last couple of magazines so now I must try to make up for it.

The first good news is that the Australian Dollar is picking up against most foreign currencies, making our parts that little bit more affordable, my last transaction I bought €0.54 for

A\$1.00, which is a big improvement, previously it has been hovering around €0.49!

The South Australian CitIn has come and gone, once again it afforded a great opportunity to meet new people and renew older acquaintances. The quality of vehicles was excellent, the judges really did have a hard time coming up with winners as there were so many of a high standard. So start getting your cars ready for Launceston next year.

We do not have any new products as such but I want to re-open an area I have spoken about in the past and that is the 4-speed conversion of Tractions. As already mentioned in the past members should be aware we purchased Mel Carey's stock of conversion parts and intended to have some output shafts made and housings modified for club members.

At CitIn I had the pleasure of discussing this further with John Beswick from the Adelaide hills area and he showed me what he had come up with. John, with a lot of imagination has managed

to reduce the width of the modified ID transmission by around 20mm. This may not sound a lot but in the narrow bodied cars it can be quite a difference. This will be the design I feel certain that we will run with. Besides John

Beswick, we have Peter Boyle and also a professional engineer friend of mine casting an eye over this design. We have not formulated a price for these output shafts and housings but it is my intention to get numbers from members who would be interested in ordering shafts to gauge the size of the order we could place.

The next step would be then to ascertain a price, have a deposit in place, manufacture the shafts and then pass these onto the members who ordered and paid a deposit at cost. We would have some more shafts made for stock but these will attract the normal mark up on price. The housings we would have modified on a changeover basis, so you would need to acquire an ID transmission.

It is our intention to supply a manual to facilitate the fitting of the ID engine and transmission to your car, illustrating details and where possible providing drawings. We do not intend telling members that there is only one way to do this as many variations exist. I have seen all sorts of water

## SPARE NEWS

pump and alternator/generator modifications for instance and it depends on what is handy at the time. Mark McKibbin has one of the neatest setups using a Holden water pump, Daihatsu alternator, water pump, and crankshaft

## SPARE NEWS

pulleys, utilising the original flat multi ribbed drive belt!

SO PLEASE REGISTER YOUR INTEREST WITH ME IN THE NEAR FUTURE.

I would also like to invite any member who has experience in this conversion to contact me as all information will be helpful.

### FOR SALE

#### 1974 DS 23 INJECTION ELECTRIQUE 5-SPEED PALLAS

In overall good condition. Approx \$10,000 spent over the last 12 months. Roof sill repairs, roof off & new seal &



I hope you all read the reprinted article on weighing your Traction. This was a very well written paper on the subject by Ian McDermott and shows how to accomplish the job using bathroom scales and a bit of ingenuity. In the near future we will also reprint the article written by Bernie Hadaway featuring his balance beam, this is also an excellent paper and Bernie's beam is available through the Club, if we can find it, as Bernie thought I had it and obviously Bernie has not got it either!

Rob Little



roof repainted. New windscreen. Roof ceiling reupholstered, seats & door trims reupholstered in vinyl. Reconditioned hydraulic pump & new spheres. Comes with aluminium boot lid. The colour is brun scarabee [metallic brown]. Asking \$12,000 she is on full N.S.W registration until Dec & has original log book & receipts. NSW reg AZ 77 TY. Car is the Blue Mtns contact Paul on mob 04 0214 5737 home [02] 47573786

[33/02]

#### 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

### FOR SALE

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